**Weather**
Overcast weather today. The maximum temperature yesterday was 79.9 and the minimum 56.1, the figures for the corresponding day last year being 72.2 and 51.4.

# The China Press
大陸報

Today's paper consists of 40 pages in three sections

O. 2487 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 己未年八月十九日 SHANGHAI, SUNDAY, OCTOBER 12, 1919 大正四年 第三種郵便物認可 20 CENTS

## CTS OF JAPANESE IN KOREA AROUSE FOREIGN PROTEST

omplaint Is Addressed To Ruling Officials By Mission Workers

ET REPORT HERE

esolutions Passed By Protestant Council At Seoul Meeting

ESENT MEASURES

lerchants Compelled To Reopen Stores On Day Of Mourning

Drastic repressive measures of Japanese in Korea, aimed at reigners and Koreans alike, have ought forth a protest voiced in uncertain terms from evangets who attended a recent meetg of the Federal Council of Prostant Evangelical Missions at oul. At this meeting resolutions mplaining of treatment accorded religious workers and criticising ethods of administation were lopted and were forwarded to governing Japanese officials. News of the action taken at the eeting of the evangelists was ceived here yesterday at the anghai offices of the Korean public on Avenue Joffre.

**esent Supervision**

According to the message receivthe resolutions adopted at Seoul lare that the "regulations conolling evangelical work in Korea are now in force are open to charge of 'red tapism'." The ditions go on to point out that work undertaken by Chrisn missions in Korea may not be until the approval of the governing authorities, e Government-General, has been tained. It is contended that d requirement contravenes the eedom of religious belief.

The resolutions adopted also prot vigorously against a Japanese easure which prohibits the teachg of religious subjects in the ission schools of the country. ey also call upon the ruling panese to abolish flogging, the mmon penal punishment for sser offenses. The sale of liquor d drugs and prostitution are also bjects dealt with in the resolutions.

**erchants Close Stores**

Korean merchants in Seoul on e ninth anniversary of establishg the Government-General, which s October 1, again closed their ors in mourning. They were mpelled to reopen them by panese police, according to word ceived here by the Korean indedence headquarters, after some 0 arrests were made.

Members of the Korean Young en's League have been arrested large numbers in Antung and ukden in the last few days.

## *First British Standard Ship Ever Built In China Is Launched At Pootung Yara*

### 'War Diadem,' One Of Three Vessels Started For Britain But Taken Over By Private Owners, Is Sent Down Ways

China's first standard steamship, the second largest built in this country, was launched yesterday at the Pootung works of the Shanghai Dock and Engineering Company. The vessel is the War Diadem, one of three started for the British Government but which are to go to a Greek Shipping concern, according to announcement made yesterday by Mr. J. Prentice, chairman of the Company.

Gently and without an incident to mar, the great ship, more than 300 feet long, slid down the greased ways into Whangpoo river. As it started, Mrs. J. Prentice, wife of the chairman of the Company, crashed the gayly decorated bottle of champagne against the side and pronounced the words, "I christen you War Diadem and wish you success."

**Scene Is Animated**

The launching was in the presence of a distinguished gathering of foreigners who gathered on a platform specially constructed for the occasion. On every side, seated on piles of material and crowding the open spaces, so far as there were any, a throng of Chinese, men women and children, seemingly the whole population of Pootung, looked on. When once in the water, tugs took the newly christened vessel in tow and she was led, with British flags flying, to the Company's wharf further down the river where the machinery and boilers will be installed.

Guests were then taken to the Company's offices where tea and other refreshments were served and the speeches made.

**Speeches Are Made**

Mr. Prentice, as toastmaster, spoke of the speed with which the vessel had been constructed despite delays in materials and weather difficulties. The other two sister ships, already started, will be finished even quicker, he predicted. He proposed a toast to the success of the War Diadem, which was heartily joined in. Following, he introduced Mr. Lester of Messrs. Dodwell and Company, agents for the Greek firm that will have the vessels after their completion.

**Toast To Company**

Mr. Lester declared that the ship just launched was an unusually fine specimen of what the Shanghai Dock and Engineering Company could do. The expression, "well and truly laid," he said, might be perhaps better applied to foundations but in this case he felt it applied because this was certainly the foundation of a big and permanent shipbuilding industry in Shanghai. He proposed a toast to the Shanghai Dock and Engineering Company.

The feature of the program was the presentation of a diamond brooch by Mr. W. S. Burns, on behalf of the Company, to Mrs. J. Prentice in consideration of her part in the ceremony of christening. She had lived in Shanghai for nearly 50 years, he said he had just learned, and had had a close interest in ship building that entire time. This, however, was the first occasion on which she had christened a ship. The gift was accompanied by a great bouquet.

Mr. Burns, as manager of the Dock and Engineering Company, and Mr. H. L. Fletcher, surveyor for Lloyd's who, together with the superintendents of building, Messrs. A. G. Rendall and C. A. N. Williams, has been with the vessel from the start, also spoke. Mr. Fletcher told of the pleasant relations he and his colleagues enjoyed with the builders, both foreign and Chinese, and closed by declaring that in his opinion the Chinese, if properly supervised, were capable of any kind of ship-building.

**British Consul Is Speaker**

Mr. Herbert Phillips, British Consul congratulated the company. He recalled the discouraging efforts early in the war to induce the British Government to give this yard a try. That opportunity which did not come until towards the close had now proved, their contention to be right, he said, and the launching this day was as fine a launching of as fine a ship as he could ever wish to see. Toasts were drunk to the health of Mrs. Prentice and Messrs. Rendall, Williams and Fletcher.

The War Diadem is a British standard steamer of the "C" or 5,000 ton class.

**Details Of New Boat**

The steamer measures 331 feet six inches between perpendiculars by 46 feet, six inches, moulded breadth and 25 feet, six inches, moulded depth to upper deck.

Designed to carry a large general cargo on moderate draft the vessel embodies all the latest improvements in steel steamship construction based on the experience of practically all the shipbuilders and engineers in Great Britain.

Since the conclusion of the war some rearrangement of essential features was desirable and the vessel will be fitted with steel lower masts and telescopic top masts to suit the Manchester Canal requirements instead of the war type of folding masts so necessary for evading the submarine observers.

The accommodation for the officers and crew is large and comfortable while the facilities for handling cargo are very complete, including four steam winches on the upper deck, one steam winch with extended ends on bridge deck and one steam winch on the poop. Two derricks are fitted at each hatch on the main deck, each capable of lifting five tons, and two steel derrick posts on the bridge are fitted with derricks to lift three tons. There are also two derricks on the poop, aft. Powerful steam steering gear is fitted at the after end of engine room and hand

(Continued on Page 4)

## The Sore Spot Of The Near East America's Task?

(*Note: In connection with this map, you may if you like read the Simonds article on page* 19)

The solid black shows the new Greece as it will probably emerge from the Paris conference.

(a) Represents the corridor which it is now proposed to erect under the direct administration of the League of Nations to Bulgarian access to the Ægean Sea. It will be seen that this cuts Greek territory in half.

(b) Represents the Koritza district in Southern Albania, in which the people, although Albanian by race, are Greek by religion and desire to become a part of Greece.

(c) Represents the corner of the Banet claimed by Servians, whose demands were championed against the Rumanians by the Americans.

In addition the map shows a shaded strip in which the population, so far as it is not Turkish, is mainly Hellenic, and but for the League of Nations proposal would probably be given to Greece. The European nations desire that America should become mandatory for this. It will be noted also that the southwest corner of Asia Minor has been allotted to Italy, although it has no Italian population. This is in part due to the fact that the Greeks have been obliged to resign their claims in order to purchase Italian support, for their demands affecting Albania and Bulgaria, which were occupied by the United States.

Finally, it will be seen that the territory between the League of Nations—the shaded strip—and that of Italy is at present assigned to Turkey, but again there is a proposal that the United States become mandatary for it also.

## HOPE TO REOPEN SHANGHAI PEACE CONFERENCE DIM

### Peking Pessimistic And Looks To Compromise Of Militarists

### CLINGS TO WANG

### Recall Of Chief Northern Delegate Regarded As Unlikely

### OFFER NEW PLAN

### Party At Capital Seeking To Have Both Sides Name New Leaders

(*From Our Own Correspondent*)

Peking, October 9.—The internal peace situation is making no progress in Peking, and barring a continued determination on the part of the Central Government not to recall Wang Yi-tang, very little interest is shown here in the Shanghai Peace Conference. As a matter of fact the North is pessimistic over the possibilities of attaining domestic peace by negotiation at Shanghai, and its officials are leaning more and more towards the view that the only solution of the problem is by a compromise between the military leaders of the North and the South.

This inclination towards a military compromise is both confirmed and strengthened by a circular telegram sent to the President's Office and the Cabinet by the military leaders of the South and the North. In this message the signators accuse the politicians on both sides of deliberately and selfishly putting obstacles in the way of a final settlement of the country's internal difficulties and suggest the holding of a military conference attended by the leaders of both the North and the South as the only likely solution of the present issue.

**Hope To Reopen Conference**

Concurrently with this telegram from the country's militarists the Government is in receipt of information to the effect that the Kuomintang Party is working hard to influence both the Northern and Southern leaders to pave the way for the reopening of the Shanghai Conference by the substitution of Tsen Chun-hsuan, one of the directors of the Canton Military Government, for Tang Shao-yi, and Kung Hsin-chan, ex-Premier and Minister of Finante, for Wang Yi-tang.

It is understood here that this movement is not making much headway in the South, where the leaders of the Southwest are opposing it; and it is certain that the Northern Government is showing no sympathy towards the suggestions thus put forward.

The opposition, or the indifference, shown in the North to the Kuomintang plan is due partly to the fact that Wang Yi-tang cannot be summarily replaced without much loss of face to all parties concerned in his appointment, including, of course, himself. If Wang had been received by the Southern delegates and the Conference had been opened with him accepted for the time-being as Chief Representative of the North, the situation with regard to his recall would be different. As it is, there is little chance that Wang will be recalled before it has become evident to every one that the plan for resuming the Shanghai Conference has proved a failure.

**Look To Military Leaders**

The main cause of the Central Government's indifference to the proposals put forward by the Kuomintang Party lies, however, in its belief that the military leaders are the only men in China today who can bring about national peace. Government officials here, while admitting that a peace based upon military compromise is far from being ideal, or even desirable, point out that the politicians of the North and the South have tried for nearly a year to negotiate a peace at Shanghai and have failed miserably.

In the first session at Shanghai the failure of the delegates was in a large measure due to the lack of support given them by the military leaders on both sides. The Northern Government recognised this fact and sent Wang Yi-tang to Shanghai with a view to opening another and, it was hoped, a successful session. Wang Yi-tang, Northern officials say, had the support of the more moderate military leaders of the North and could have made good the peace terms that he had negotiated with the South. But the South was unwilling, in view of Wang's political connections and his alleged past record, to negotiate with the Chief Northern Delegate.

The debacle at Shanghai has thus lead to its logical con-

## *Kaifeng Students Real Patriots*

(*China Press Correspondence*)

Kaifengfu, October 8.—The Students' Unions of Kaifeng and Honan are doing a bit of real patriotic propaganda. Each school sends special representative students into the streets daily after school hours to preach patriotism and to give object lessons in the same by selling home products. Squads of five are seen coming and going on the streets "doing their bit." In addition to this there are patriotic rallies from time to time on Sundays and holidays so all the people can attend. And the people do attend! For the students have got all the unions of merchants and workmen into their union—all the guilds—and they are thus able to swing public opinion. The officials no longer try to interfere. Recently when it was learned that the two Honan student representatives in Peking had been arrested, four more were at once elected at a special meeting and sent on to Peking. Each student is assessed a few coppers a week and this money is used for propaganda.

## *Japanese $24,000,000 Loan To China Not Completea*

### Peking Unwilling To Accept Conditions Imposed But Negotiations Are Not Yet Ended

(*From Our Own Correspondent*)

Peking, Oct. 9.—The $24,000,000 loan which had been arranged for by the Central Government with the Nishihara banking group is not yet an accomplished fact. Up to Monday of this week negotiations were progressing smoothly and the Chinese officials concerned were of the belief that the first instalment of $4,000,000 would be paid over to them before the Harvest Festival.

When, however, they approached the Japanese financiers representing the Nishihara group with a view to getting the first payment turned over to them they found that the Japanese bankers, although requiring no security for the loan, made the initial payment subject to conditions of such a nature as the Chinese Government was unable to accept. Hence negotiations were broken off, and the question of the loan is for the time being up in the air.

**Japanese Hold Off**

Indeed, the Japanese have come out with a statement that no loan will be made by Japan acting independently of the Western Powers.

It is asserted, however, that the failure of the $24,000,000 loan is by no means a certainty and that private negotiations for its consummation are being carried on every day. The Chinese Government, even though it has carried itself safely over the Harvest Festival, paying off both civil officials and troops in and about Peking, is still in a desperate way for funds, with very little money in sight. Hence the Government is just as ready for a Japanese loan as it was last week and the only problem to be solved is the nature of the security or of the "conditions."

**May Reach Agreement**

If a formula acceptable to both parties can be found, it is thought here that the loan will go through as far as the Peking Government is concerned.

As for the Japanese, nothing has happened within the past week to alter their viewpoint towards an independent loan to China. The New Consortium is as remote as ever, and the Old Consortium shows no signs of willingness to relieve the present embarrassments of the Northern and Southern Governments. Hence China has no one left to turn to except Japan, and Japanese official and financial circles are fully aware of the advantage accruing to them from this state of affairs.

## *Former Slave Girl Honored In Death*

(*China Press Correspondence*)

Changchow, Kiangsu, October 10.—The most elaborate funeral precession the city has ever witnessed so far as tradition and the memory of foreigners recall, was held in the city yesterday. The procession required two hours to pass the Confucian Temple. There were many bands equipped with foreign instruments and the uniforms of three of them were of excellent material and they made a splendid appearance. Hundreds of elegant embroidered umbrellas and rich tapestries made the procession impressive.

Two features aside from the money, that is estimated at from $10,000 to $20,000, make the event noticeable. It was given for a woman Mrs. Tsaung, who is reported to have been a slave in her early life; and, by her son-in-law, Mr. Zung, who is one of the wealthy men of Shanghai.

The day preceeding the procession was given over to the Mid-Autumn Festival, while today patriotic recognition was given to the flag by students and leaders of educational and commercial affairs. For three days, therefore, the city has had unusual diversions.

## *Apology To Japanese Made In Tientsin*

### *rouble In Which Journalists Were Injured Last August Is Adjusted*

(*Reuter's Pacific Service*)

Peking, October 11.—Accordg to advices from Tientsin, Yang eh and the Police Commissioner ve personally apologised to the panese Consul General for the uries sustained by Japanese rnalists in August. The inred men are to receive $3,000 s medical expenses, thus tling the incident.

## NO-CZECH TREATY DISCUSSED IN PARIS

### mand For Extraterritorial Rights Reason Decision Is Being Delayed

(*Reuter's Pacific Service*)

Peking, October 9.—Informal versations are continuing in is between the Chinese Delegation and the Czecho-Slovak resentatives regarding the proed commercial treaty, but no ision has been reached.

Latest telegrams report that y little progress is being made ng to the unwillingness of the cho-Slovak representatives to ept denial of extraterritorial hts in China.

## EVENTS PRECEDING WAR PUBLISHED BY HALDANE

### Former British Minister Of War Tells Of Measures Taken To Meet German Menace

(*Reuter's Service*)

London, October 8.—The Westminster Gazette publishes recollections by Lord Haldane covering the years 1906 to 1914 when he was Minister of War:

Lord Haldane relates the steps taken to reorganise the army in order to cope with the apprehended German peril. He also relates his conversations with the ex-Kaiser and Prince von Buelow when he visited Berlin in 1906 which are already known, and he refers to the ex-Kaiser's visit to Windsor in 1907 when the proposal to hold a conference in Berlin between Great Britain, France Russia and Germany, on the subject of the Bagdad railway interests, was accepted but subsequently rejected by Berlin.

Lord Haldane expresses the opinion that if the Bagdad question had been settled, one great obstacle to reconciling German with British and French interests would have disappeared.

## ECUADOR SAILS TODAY

Passengers leaving today on the Pacific Mail steamer, Ecuador will start on the tender from the Customs jetty at 8:30 a.m. connecting with the steamer at Woosung. The ship arrived last night at 9 o'clock.

## NEW INTERPRETATION GIVEN HOME RULE ACT

### Held Government Will Have To Deal With Amendments Within Six Weeks

(*Reuter's Service*)

London, October 8.—The Daily Mail states that the law officers of the Crown have discovered that under the suspensory act, the Home Rule Act operates automatically on the day the last belligerent, namely Turkey, signs the peace treaty, not, as generally assumed, six months later, and that the Government will therefore be compelled to formulate and pass proposals as an amendment to the Home Rule Act within the next six weeks.

The journal adds that the Cabinet yesterday discussed the special committee's report which gives a wide measure of Home Rule, excluding the counties where Ulstermen predominate. The report provides for proportional representation and a senate and is designed to protect Protestants outside Ulster.

## *Herr Hasse Is Shot By Viennese Civilian*

(*Reuter's Service*)

Berlin, October 8.—A Viennese civilian fired six shots at the Socialist Deputy Herr Haase outside the Reichstag, severely wounding him.

## *Exodus Of Germans Into Russia Planned*

### *Project To Send Unemployed Teutons To Country Ruled By Soviet Being Considered*

(*Reuter's Service*)

Paris, October 8.—A Berlin telegram to the Matin reports that the council of workers charged with emigration to the East is negotiating with the Moscow Government for the despatch of 800,000 German unemployed to Soviet Russia.

## *Brusa Is Occupied By British Troops*

(*Reuter's Service*)

Athens, October 8.—A Smyrna message states that British troops have occupied Brusa, meeting with little resistance.

## *Waichiaopu Premises No Longer To Be Club*

### *Foreign Office Lets It Be Known Quarters Are Not To Be Social Center*

(*Reuter's Pacific Service*)

Peking, October 9.—As the splendid new Waichiaopu premises have recently been used by various officials rather as a club to which their friends can be invited for dinners, banquets and receptions, the Waichiaopu has issued a notice in the Official Gazette that henceforth those premises will be reserved for their proper purpose, namely as the official quarters of the Ministry of Foreign Affairs and for the entertainment by the Waichiaopu of diplomats and its other foreign and Chinese guests.

## *Army Of Occupation Has New Commander*

### *General Degoutte Succeeding General Fayolle Who Goes To Germany On Mission*

(*Reuter's Service*)

Paris, October 8.—General Fayolle is relinquishing the command of the armies of occupation on the Rhine in order to proceed on an important mission to Germany.

The Temps states he will head the commission for insuring German disarmament.

Paris, October 8.—General Degoutte, who fought side by side with the British in Flanders, is taking over the chief command of the Armies of Occupation on the Rhine.

## *Denikin Recognises Poland And Finland*

### *Representative Of Siberian Commander Tells Of Aid Given By Allies*

(*Reuter's Service*)

Helsingfors, October 7.—General Denikin's representative in Finland, General Kavsnov, who has arrived at Helsingfors, declared that the Denikin Government unconditionally recognised the independance of Poland and Finland. He stated further that the Allies had supplied the White Armies with such a quantity of war material that there was no doubt the Bolsheviki would be crushed.

**Reds Admit Losing City**

London, October 8.—A Bolshevist communique admits that General Denikin has occupied the important town of Voronezh.

clusion, a military peace; and for this Northern officials say that the politicians on both sides have only themselves to blame. The great masses of the Chinese people will object to such a peace, and there are likely to be local disturbances throughout the country. The militarists are aware of this, but think that these problems can be dealt with and that the peace thus arranged will be better than none at all.

**Look To Future**

They say that more depends upon what happens after peace is concluded than upon the manner in which it is concluded. If China once has peace within her borders she will be in a position to obtain funds from the Four Power Group, and with sufficient funds will come the demobilisation of the superfluous troops, the building up of the civil service, the development of education, the extension of the nation's commerce and industry, and much of the other improvement and progress advocated by the Chinese people today.

**Opposing Views Held**

The above is representative of the views of the Central Government and of the moderate militarists behind the Government. These views are not shared by competent foreign students of the Chinese situation, who regard serious popular uprisings as the possible, if not probable, result of a military peace. It would, they think, simply throw the country from one revolution into another, with this one difference: the new revolution would be one of the middle and lower classes against the ruling caste. Hence a military peace, resulting from the fact that neither the country's politicians nor the military leaders back of them are big enough to sink their petty differences and ambitions in the interests of the people whom they are supposed to represent, is regarded by many foreigners and some Chinese in the light of a dangerous experiment.

## LITERARY DEPARTMENT TO MEET ON THURSDAY

### Branch Of American Woman's Club To Hold Initial Meeting Of Year

The initial meeting for the season of the Literary Department of the American Woman's Club will be held Thursday afternoon at 4:30 at the Carlton Cafe.

Mrs. F. J. White of Shanghai College will speak on "Primitive Chinese Art—the Pacific Influence." The talk will be illustrated by various examples of the primitive Pacific art gathered from Java, Alaska and China.

Mrs. Mabie will give a brief sketch of the writer Fenellosa, whose epochs of Chinese art, will in general be followed.

All members of the American Woman's Club will be welcomed to the opening meeting, and an invitation is extended to newly arrived American women.

The program for the coming season on Chinese art is in pursuance of the outline study of China, adopted in May, 1918.

It follows:

I.—Physical features

II.—The people

Concluded in 1918-1919

III.—Intellectual features

1. Art
   (A) Historical epochs
   (B) General survey of art objects
   1. Fine Arts:
      Architecture
      Sculpture
      Painting
         Landscape, portrait, animal, flowers and fruits
   2. Art crafts:
      Pottery and Porcelain
      Bronzes
      Enamels
         Cloisonne, champleve, painted
      Lacquer
      Textiles
         Tapestry, woven silks, embroideries and rugs
      Jewelry
      Glass
      Carvings
      Wood, ivory and other materials

The program committee has secured members or friends to cover the art epochs, and the fine arts and several of the art crafts, to be illustrated with examples. Some valuable collections are to be visited. Of general art interest in the near future will be the paper, "Appreciation of the Art of a Foreign Country," by Mrs. Guy Stockton, and a lantern talk upon symbols used in Chinese Art by Mrs. Maurice Price.

Dr. Evan Morgan on "Ancient Sacrificial Bronzes"; Mrs. Ayscough, "Sculptures"; Mr. Adamson, "Architecture"; Dr. Stanley, "Textiles" and Dr. Fearn, "Pottery"; are features in prospect. Mrs. Vizenzinovitch is to exhibit her rare old embroideries.

The program committee is desirous of information concerning persons who know the art-crafts of China, in particular ivories, wood carvings, jade, enamels, tapestry and rugs.

The program committee is made up of Mrs. Baldwin, Miss Bosworth, Mrs. Price, Mrs. Stockton, Mrs. Wilbur and Mrs. White.

## INQUIRY TO BE MADE OP POPPY IN SZECHUEN

### People Of Province Said To Resent Appointment Made By Tang Chi-yao

*(Reuter's Pacific Service)*

Peking, October 11.—According to despatches from Chengtu, Tang Chi-yao has appointed Tien Chung-ku investigator of poppy cultivation in Eastern Szechuen where Hsiung Keh-wu's agent, Fan Moh-sing, is actively engaged in suppression work. The Szechuenese consider Tang Chi-yao's action unjustifiable interference in their province. Moreover Tien Chung-ku is believed to be a confirmed opium smoker.

Hsiung Keh-wu has issued a circular telegram in which he explains that he took up suppression work in consequence of orders from the Canton Government, to which he has fully reported progress, but that now he has withdrawn Fah Moh-sing.

Hsiung Keh-wu, the despatches add, is organising an expedition to the Tibetan border. The Border Commissioner, Chen Hsialing, in a circular telegram says that he learns that Hsiung Keh-wu is sending two divisions to the border and asks what is the use of that, as he has less than one division there and the Szechuenese cannot provide funds for their upkeep:

## 'The Man Who Came Back

By Domino

'The Man Who Came Back' started out from New York City wandered to San Francisco and subsequently found himself in the darkest depths of Shanghai. I don't know just how long it took him to get to the Farthest East, but it was long enough for him to suffer the tortures of the damned in his rapid descent to Hell. In his journey he met a girl with whom he fell in love, and also gained her devotion; but his proposition almost destroyed her faith in goodness, and she too went down and down until she met her man in an opium den. They had tasted all the transient joys of badness, and in Shanghai we find them like the Prodigal ready to fill their bellies with the husks that the swine did eat.

But the man had not lost all sense of goodness. A chance word from a dope maniac called him to his real self and after attempting to murder his loved one to save her soul from absolute destruction he called her back and they both started the long upward climb, filled with temptations and disappointments, to respectability. They won out and got back to the old home where the father, following the Biblical story, fall on their necks and blessed them, leaving all the kissing to the reunited lovers.

"The Man Who Came Back" is a big and powerful play in which the author shows pretty conclusively that he has known what it is to pass through the paths of sorrow and agony to the land of peace.

The Lyceum Theater was filled with an enthusiastic audience when Frawley produced this his last play of the season. The fall of the final curtain heard the house rise up and cheer the players to the echo. It was a spontaneous mark of appreciation on the part of the audience for the capital work of all the company. We have seen the group of actors in plays of all kinds; those that make you laugh, those that call the tears, those that give a feeling of absolute contentment. Frawley has kept the big play till the last. It portrays the agony of the human soul.

Mr. Albert Morrison played the part of Henry Potte the "Man Who Came Back." He has done many fine things here, he was good in "Scandal," but in the play under notice he achieved a masterpiece of acting. In the very first scene he has a strong passage with his father and shows a little of the tensity that is called for in the part and from this he carries on until he simply wrings the emotions of the audience with his portrayal. A powerful piece of acting upon which the player is to be heartily congratulated.

Miss Prentice as Marcelle at once got the sympathies of the house and by sheer wonderful acting sustained the effect until the very last. She is a great little actress who makes the most difficult situations real and the strongest events convincing. Her Marcelle will be added in the mental portrait gallery of Shanghai's masterpieces.

T. Daniel Frawley in the part of Thomas Potter was a distinct character and the house loved him from the moment he appeared. Homer Barton as the English dude, who turns out to be just a detective, proved most acceptable both in comedy and dramatic situations. Miss Leslie Virden was a charming Mrs. Gaynes, but she is always good especially when she has a part where sympathy is the keynote.

On Monday the Frawley Company will say farewell, and the piece chosen for that occasion is "Three Wise Fools." A better choice could not be made for the play is altogether delightful and it shows most of the cast in excellent parts.

## Voted Prettiest Nurse Of The A.E.F.

Miss L. A Bishop 1974

Miss L. A. Bishop, of Philadelphia, recently voted the prettiest Red Cross Nurse in France, photographed wearing her field uniform. Miss Bishop also served in Rumania and has been awarded a decoration by that Government.

## *Woman's Auxiliary Has Mission Meeting*

### *Big Gathering At Jessfield Attended By Members Of Kiangsu Stations*

There was a large gathering of women of the Woman's Auxiliary from various Mission Stations in Kiangsu on Thursday October 9 at St. Mary's Hall, Jessfield.

Fully 300 members attended. At 10 o'clock there was a service in St. John's Pro-Cathedral at which the Rev. J. W. Nichols preached. The offering at this service was over $900.

A business meeting was held in the afternoon at 1:30, and the offertory was apportioned to various objects connected with Mission Work in the Diocese. Lunch and tea were served in St. Mary's Hall and added to the social pleasure of the day.

## Russian Opera Program

The Russian Grand Opera season will open next Wednesday at the Lyceum Theater. It promises to be a brilliant opening night, for the ticket sale is going well.

"Aida has been chosen as the first opera to be given, and it makes a splendid first night offering. The company has a cast of 82, and there are some of Russia's best known singers in it. The dancers are from the Petrograd Classical School.

The first five performances are as follows: Wednesday, "Aida," "Thursday, "Faust," Friday, "Carmen," Saturday Matinee, "Lakme," and Saturday Evening "Tosca." Two Sunday performances will be given at the Olympic Theater, "Faust" being sung at the matinee, and "Pique-Dame" in the evening.

## *Bridge Drive*

The American Woman's Club is planning a series of bridge afternoons at the Columbia Country Club, beginning on Monday, October 27. The receipts are to go towards the Permanent Equipment Fund. Season tickets will be $5., and are obtainable from members of the club. Remittances may be sent to Mrs. E. C. Stocker, 64 Avenue Dubail.

## SEEKS DANUBE MONOPOLY

### British Syndicate Negotiates For Property Of All River Lines

Vienna, August 26.—According to information in economic circles, a British syndicate is negotiating the purchase of the entire property, tonnage, and wharves of all Danube steamship lines. After concluding negotiations at Vienna the British representatives went to Budapest and Belgrade.

After completing the deal the British syndicate would acquire the monopoly of Danube navigation from Passau to the Black Sea and liberate traffic from possible obstruction by nationalised States.


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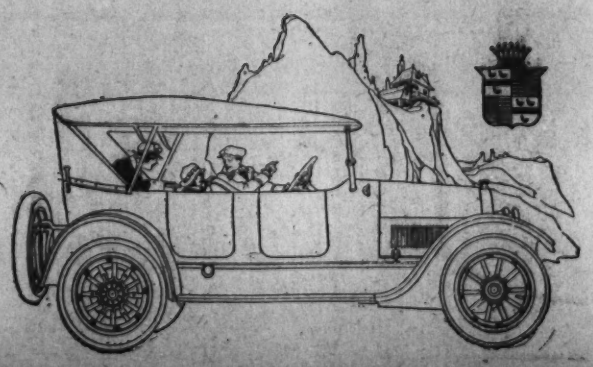
# CADILLAC

STANDARD OF THE WORLD

"Except as we refine our own refinements and surpass our own standards, *the Cadillac of a year from today will be the splendid Cadillac of today.*" ∴ ∴ ∴ ∴



WE should be a little less than human if we were not proud of the present status of the Cadillac.

The world's best citizenship frankly proclaims it the car of cars—the very best, and the most desirable, that human skill can build, or money can buy.

Men and women who are at the forefront of their communities, in culture, discrimination, and ability to choose the best, have entrenched it in a position of leadership, which admits of no question.

Putting this national and international preference on its lowest plane—trying to estimate the worth of Cadillac reputation in money—the imagination cannot measure its value.

As we would be a little less than human if we did not prize this precious preference—
*So we would be a litile less than sane if we did not protect it.*

Every consideration of eommon sense, and business acumen, and sentiment, requires that the Cadillac shall be made better, and better, in the future, as it has been in the past.

We pledge you that this is the only sense in which the Cadillac will ever change—in a steady pressing forward toward higher and higher standards.

The Cadillac, whose excellence the whole world celebrates today, is the same Cadillac as the first of its type—refined with infinite patience, and unremitting zeal.

We promise you that the Cadillac of tomorrow, or a thousand tomorrows hence, still be the same splendid car, progressively improved—Cadillac in principle, Cadillac in high purpose, and Cadillac in performance.

We invite you to inspect the new shipment of 1919 Models

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CADILLAC MOTOR CAR COMPANY—DETROIT, MICH.

# OVER HERE! It Wouldn't Pay Pop To Pop His Pay By Callahan

'TIS PAY NIGHT AND THE FOLKS ARE WAITING FOR POP'S PAY, AND ALSO POP.
I LOOKED THROUGH THE DOOR, AND HE WASN'T THERE, MOM.
WHAT DOOR? OOOH!
IF HE'S A CENT SHY, I'LL FIX HIM. WHEN HE HAS MONEY HE FORGETS HE HAS A HOME.
HE MIGHT BE ROLLING HIS ROLL HOME.
I KNOW HE MUSTTA LOST HIS PAY ENVELOPE.
CALAMITY JANE.
YOUNG NUISANCE WILL MAKE VIOLA THE CAT, PAY, IF HE CATCHES HER.
I HOPE HE DIDN'T LOSE IT, CAUSE HE OWES ME FIFTEEN CENTS.
HIGH FINANCE.
IS THIS POP'S PAY DAY?
IF IT WASN'T DO YOU THINK MOM WOULD BE WAITING FOR HIM?
BROWN DERBY
MY SWEETIE WILL COME RIGHT HOME WITH HIS PAY ENVELOPE AFTER WE'RE MARRIED, WON'T YOU HON?
"BLUBBER" WHAT USE IS A HEAD TO A BIRD LIKE HIM?
HE DON'T KNOW WHAT A PAY LOOKS LIKE, HE ONLY DRAWS NEAR PAY.
THE HIGH COST OF LOVING IS OUT OF HIS REACH.
WHY IS MOM ALWAYS SHORT, WHEN SHE MAKES POP'S PAY GO SUCH A LONG WAY? ARE YOU LAUGHIN'?
"COMEDIAN"
THAT'S A LOT OF COLOGNE.
POP PAYS FOR HATTIES HATS AND ALSO PAYS THE MILLINERS SALARY.
DON'T TELL THE MISSUS THAT YOU'VE LOST YOUR PAY-IT DON'T PAY.
HOW FAR DOES A PAY GO?
OL' JOHN DON'T

## The Amazing Chess-Player

"The most notable figure in the world of chess is just thirty years old. Senor Capablanca, that amazing Cuban at present playing in the Victory tournament at Hastings, is already a veteran," says the Daily Mail.

In those circles where they talk a language which sounds like algebra gone mad, he has been known for ten years as one of the masters and it is 20 years since he scored his first big success. And it is longer still since he won his first game. At the age of four he played and defeated his own father.

"At the age of 10 he played in his first tournament at Havana, and won all his games except two, in which he was beaten by J. Corso, the champion of Cuba. Corso, however, was so impressed by the small boy who put up so good a fight that a match was arranged between them—and the small boy won!

"In time he left school and began to study mining engineering, with chess as a hobby. So sensational was his progress that in 1909 he toured the United States, played 590 simultaneous games (in batches of from 25 to 48), out of which he won 560 and lost only 12. Following that he played Marshall, the champion of America and beat him by 8 games to 1, 12 being drawn. Two years later he toured Europe. He had his nearest approach to disaster when he met 28 members of the City of London Chess Club, and won only 16 of the games.

"In 1913 the Cuban Government sent him to the town which in those days we knew as St. Petersburg, as assistant Consul, and there in 1914 he met the great Lasker. Experts will tell you still that Capablanca played by far the better game, but he lost. It was one of his few defeats. In London last Wednesday he played 28 simultaneous games, won 21, lost 3, and drew 4. The chess experts get notes of reverence into their voices when they talk about him.

"Swift in decision, he moves quickly from board to board when he is playing one of these large-scale battles. He can see at a glance the perils and possibilities which the ordinary player can only discover after long study. His brain is so constituted that to him the most elaborate and complex of all games is a simple thing. And the careful skill of opponents is useless against his lightning moves."

"He is constantly besieged for his autograph, and players who struggle to win one game with a wet towel and a throbbing head can scarcely believe that this curly-haired young man has played 40 players simultaneously and beaten 37 of them," says the Daily Express.

"'I played my first game when I was four years old," he told me today, 'and I won! In Cuba everybody can play chess, but not very well.'"

## PRESBYTERIANS MAKE APPEAL FOR KOREANS

San Francisco, Cal., Aug. 20.—The Presbytery of San Francisco today sent the following message:

Robert Lansing,
Secretary of State,
Washington, D. C.

Dear Sir: The Presbytery of San Francisco at its stated monthly meeting, Aug. 20, 1919, most respectfully urges that the United States use its influence with the Imperial Japanese Government to stop immediately the conditions of tyranny, terror and atrocity prevailing in Korea.

The following resolutions also were adopted:

Inasmuch as reports from creditable and reliable sources are coming with increasing frequency of the continued cruel and inhuman treatment of the Korean people on the part of the Japanese Imperial Government, be it.

Resolved: First. That the Presbytery of San Francisco registers its strongest and most solemn protest against the methods of administration, so abhorrent to all sense of justice, so subversive of the very ends for which America and her Allies waged the Great World War; and against the commitment of such terrible atrocities as these reports indicate.

Second. That we extend our deepest sympathy to the oppressed people of Korea as many of them are of our own Household of Faith, and in our prayers daily commend them unto God.

Third. That we earnestly urge our Presbyterian Board of Foreign Missions to immediately use all its influence with the Government at Washington to bring these atrocities to a speedy end.

Fourth. That a letter embodying the sentiment of these Resolutions be sent to the Board, 156 Fifth Ave., New York, as an earnest expression of this Presbytery's sympathy for and interest in a suffering and oppressed people of its emphatic condemnation of the deeds of their oppressors.

Fifth. That these resolutions together with the accompanying message to the State Department be engrossed on the minutes of the California Syndical Society of Home Missions.

## First Standard Ship Is Launched Here

(Continued from Page 1)

steering gear aft. A heavy steam windlass is fitted on the forecastle.

**Electrical Equipment**

The vessel is lighted throughout with electric light, and steam heating in all the cabins and a powerful Marconi wireless equipment will keep those on board in touch with the outer world.

The propeling machinery consists of one set of triple expansion surface condensing engines, having cylinders 25 inches, 41 inches and 68 inches diameter by 45 inches stroke and fitted with "Edward's" air pump, usual bilge pumps and feed pumps, all round type steam reversing engine and steam turning engine, while steam is generated in three large cylindrical multitubular boilers fitted with Howden's forced draft and designed for a working pressure of 180 pounds per square inch.

The auxiliaries include independent centrifugal circulating pump, Weir's type steam feed pumps, feed heater and feed filter, steam ballast pumps, steam sanitary pumps, evaporator capable of supplying 25 tons of fresh water per day, contraflow with condenser and other fittings incidental to a vessel of this class.

A direct coupled dynamo will be placed in the engine room for lighting and wireless requirements.

The vessel is built to Lloyd's highest class.

The building berth just vacated will be occupied without delay for the construction of a new steamer 340 feet long for the China Merchants' Steam Navigation Company's service.

Among the guests at Pootung yesterday were: Mr. and Mrs. C. Valentine and Miss Valentine, Miss Ada Law, Mrs. Crighton, Mr. and Mrs. Lied, Mr. and Mrs. H. L. Fletcher, Commander Halfhive of the British gunboat Woodcock, British Consuls Herbert Phillips and George, Dr. J. W. Ross, Canadian Commissioner; the Misses McColl, Captain P. M. B. Lake, Captain W. H. Lunt, Captain J. H. B. Parker, Mr. and Mrs. J. H. Osborne, Dr. and Mrs. Cummings, Miss Ironsides, Miss Mitchell, Mr. and Mrs. J. A. Dawson, Messrs. C. S. Anderson, H. L. Molyneux, A. Abi, W. H. Lunt, Williamson, W. McMurray and G. Wallace.

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Sale of Soft Furnishings for 14 days.

To make room for New Stocks which are now arriving, we are sacrificing a considerable amount of Soft Goods Materials at pre-war Cost Prices. -:- -:-

SALE NOW ON
OCTOBER 6th—18th

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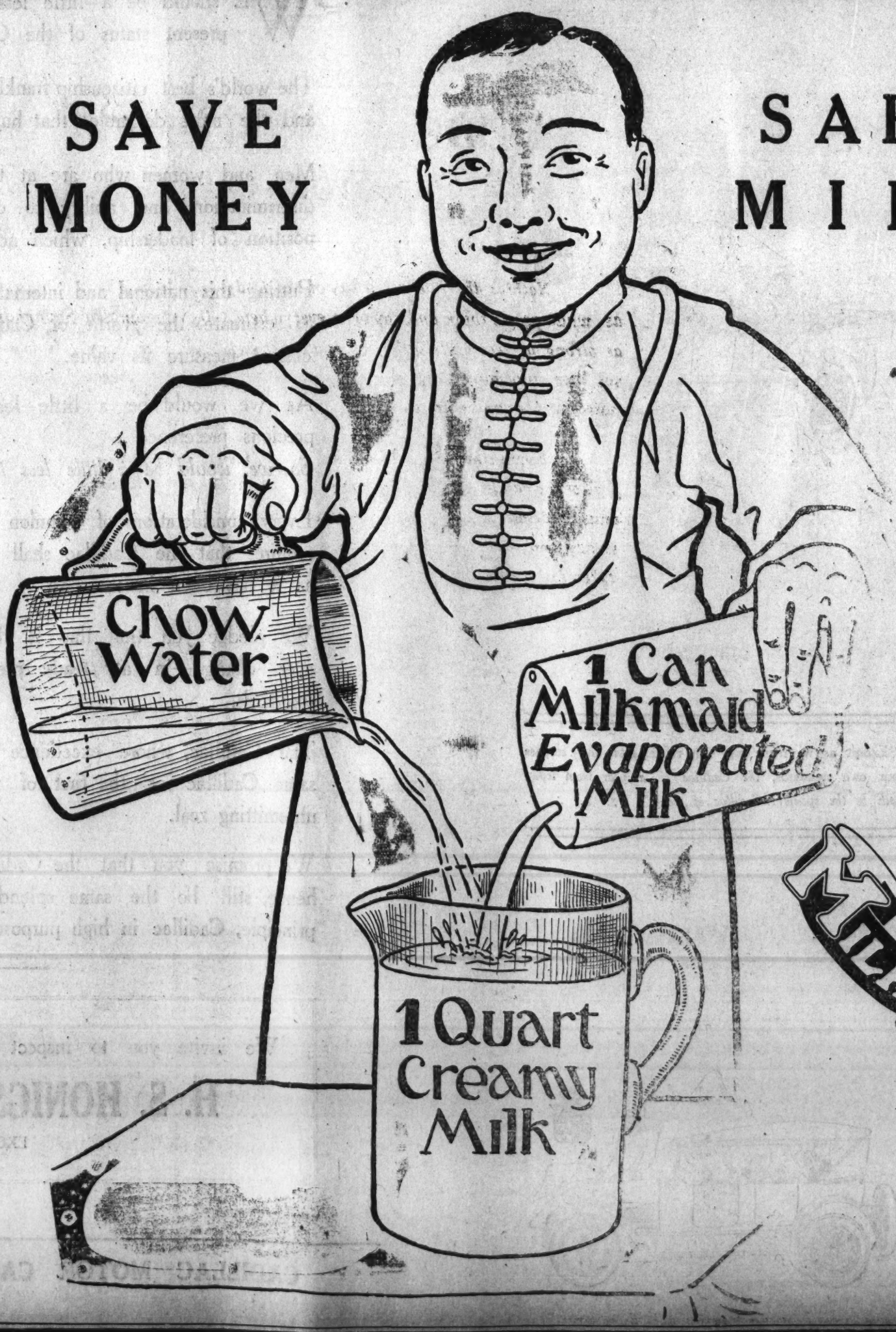


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# "DODGE BROTHERS"

## MOTOR CAR.

*Nothing that we might say of the Dodge Car would be as impressive as what people think and say of it everywhere. Its standing in Shanghai is as strong a recommendation as you could seek. It is perfectly safe to refer you, for information, to your own friends and neighbours, because the Car is noted for the same things in one section as in another.*

*Every time one of these Cars goes into a home it becomes an intimate part of the family life of that home. Its goodness is alone responsible for the unusual demand for it that has existed from the beginning. Its reputation for steady, consistent performance is so well and universally established that it is taken for granted.*

Max Friedman

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THE SHANGHAI GARAGE COMPANY, LIMITED

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THE EASTERN GARAGE

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THE STAR GARAGE, 125 BUBBLING WELL ROAD

## QUEST SOCIETY PLANS WONDERFUL SESSION

### Sixteen Sides Of Social Reconstruction To Be Considered This Winter

The general program of The Quest Society for the 1919-1920 session will be devoted to "Problems of Social Reconstruction." The names of the speakers have not been announced, but the subjects will be given out as follows, and they promise, we may say, wonderful possibilities.

1.—Race Prejudice: Is Internationalism possible?

2.—Sex Prejudice: Can woman be the economic and political equal of man?

3.—Class Prejudice: Can all men be economic equals?

4.—Wealth: Can power be distributed in proportion to social service?

5.—Democracy: How can the people obtain honest, wise and efficient governors?

6.—Socialism: Should the State own and manage essential industries?

7.—Personality: Do the few always rule the many?

8.—Eugenics: Can the race be improved by selection?

9.—Religion: What social theories are confirmed by scientific research?

11.—The Middle Class: Should commercial and professional men unite to defend their interests?

12.—The Stock Exchange: Is gambling in shares a danger to society?

13.—Education: What should the people be taught for their own welfare?

15.—War: Does war settle anything?

16.—China: What is the immediate future of the Far East?

## China Political Notes From Chinese Press

Acting Premier Chin Yun-peng has announced his policy publicly. He will eradicate all party differences to attain the object of internal peace. Parliamentarians in Peking have expressed their approval of the policy and will endorse the nomination of General Chin to form a permanent Cabinet.

A military commission will be appointed as a subordinate body of the Cabinet in order to formulate plans for the reduction of troops throughout the country.

The Diplomatic Corps has consented to release the customs revenue to relieve the financial stringency of the Central Government.

The Border Industrial Bank proposes to close subscriptions by the end of October and call an organisation meeting for the launching of the bank immediately.

In reply to General Chen Yi, Resident Commissioner of Urga, the commandant of the Northern and Western Expeditionary Forces has promised to despatch the third mixed brigade immediately for reinforcement of Urga.

## SUNDAY SERVICE LEAGUE

Today's Sunday Service League program, to be given at five o'clock in Martyrs' Memorial hall, Y.M.C.A. building, will consist of an address by U.S. Consul-General Thomas Sammons and special music.

KERMATH
AMERICA'S STANDARD FOUR-CYCLE MARINE MOTOR

THE ALWAYS DEPENDABLE KERMATH

KERMATH MARINE MOTORS were the first 4-cylinder marine motors to demonstrate positively to users that the very best 4-cylinder, 4-cycle motor could be built at a reasonable price.

The experience of owners in every country where marine motors are used has proven them best by test. They are simply constructed, strong and sturdy.

We solicit correspondence from responsible dealers for exclusive representation in countries where we are not now represented.

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Cable Address, KERMATH.


## American Heiresses Wed To Alien Nobles Experience Poverty

Countess Szechenyi

Countess Colloredo-Mansfeld

Cable dispatches from Berlin report that several of the former richest American heiresses who married German, Austrian and Hungarian noblemen are "dead broke" and for the first time in their lives are able to understand the pinch of poverty. Many of them may soon return to America eager to cast aside title, be known by good old American names, or do anything else that may be required of them to get back the wealth held by the Alien Property Custodian. The Countess Laszio Szechenyi, formerly Miss Gladys Vanderbilt, is said to be living modestly in Switzerland. The Countess Colloredo-Mansfield, who was the beautiful Nora Iselin, of New York, is said to have gone into trade in Switzerland and to like it.


PHONE WEST 189
FORD HIRE SERVICE
$3 per hour $1 20-minutes
77 ROUTE VALLON


## Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Miss Gauss, Messrs. Neiu, Wood, White, Espay, Montgomery, Mattox.

Per C.N. s.s. Shantung from Hongkong: Messrs. Gubbey, McWilliams, Roxburgh, Mr. and Mrs. Serrill and 4 children.

Per C.N. s.s. Shengking from Tientsin and ports: Mr. and Mrs. Hammons and 3 children, Mr. and Mrs. Mancell, Mrs. H. Bell and child, Mrs. Garham, Miss Garham, Mr. Guy.

Per s.s. Ecuador for Shanghai: Mr. W. Berg, Miss V. Butler, Mrs. Thomas Burke, Miss May Burke, Miss Martina Burke, Mr. and Mrs. F. D. E. Castro, Miss B. C. D. E. Castro, Master F. L. D. E. Castro, Mr. H. Crombie, Mr. N. J. Christopherson, Miss Elcey Cole, Mr. W. E. Carter, Mr. T. A. Clancy, Mr. A. J. Daniels, Mrs. C. C. Da Silva, Miss A. Da Silva, Miss Eliz Davidge, Mr. M. Forum, Mr. E. A. Fouts, Mr. and Mrs. F. O. D. Gourdin, infant and amah, Miss A. Gutierrez, Miss A. Gurierrez, Miss Elizabeth Green, Mr. Lee Hagood, Mr. A. W. Hamilton, Miss J. Hueber, Mrs. J. A. Hatch, Mr. C. C. Judd, Mrs. Thos. L. James, Mr. Kwok Hing-wing, Mr. F. B. Keyston, Mrs. J. De P. Lynch, Mr. A. MacKenzie, Mr. J. Mordecai, Mrs. M. E. Martin, Miss Marion Nims, Mrs. E. S. Paget, Master K. Paget, Mr. and Mrs. C. A. Paulden, Mr. T. N. W. Price, Mrs. A. B. Palmer, Mr. and Mrs. G. Robinson, Mr. and Mrs. F. D. Scanlan, Mr. and Mrs. N. S. Wright, Master Norman Wrigth, Mr. B. F. Young; for Yokohama: Mrs. E. E. Bair, Miss F. M. Buck, Mr. and Mrs. R. E. Bergerson, Mr. H. Beenfeldt, Mr. M. De Yriate, Mrs. M. De Yriate, Miss F. De Yriate, Mr. and Mrs. M. Earnshaw, Mr. A. R. Franklin, Mr. R. F. C. De Leon, Mr. H. E. Marchant, Miss E. Ubaldo; for Honolulu: Mr. E. W. Greene, Mr. James B. Laing, Mr. H. Percy Smith; for San Francisco: Mr. C. R. Clark, Mr. H. Cushing, Mr. Francisco Diaz, Mr. and Mrs. H. F. Freeman, Mr. Won Sur-ging, Mr. Louie Ging, Mr. Louie Get, Mr. and Mrs. Tom Gunn, Mr. G. A. Lawrence, Mrs. L. M. Mooser, Miss Georgie Mooser, Mr. and Mrs. W. H. Martin, Miss S. G. Martin, Miss O. C. McPherson, Miss H. McPherson, Mr. Muy Tong-young, Mrs. L. C. Manders, Mr. On Tong, Mr. Quan Sen Mr. and Mrs. C. M. Savage, Mr. A. M. Timke, Mr. C. H. Van Doornum, Mrs. and Master C. H. Van Doornum Mr. W. W. Wright, Lieut.-Col. H. R. Wallis, Mr. F. B. Wreaks, Mr. and Mrs. E. C. Walters, Miss Clara Wright, Mr. Jose Yion, Capt. and Mrs. J. J. S. Zilhao, Miss Maria Zilhao, Master Jose Zilhao, Master Manuel Zilhao.

## Passengers Departed

Per N.Y.K. s.s. Yawata Maru and Kasuga Maru for Japan: Mr. and Mrs. Sarianis, Messrs. G. Lindsay, T. P. Main, Nakawo, Takamura, Neish J. Cromevty, Farrley E. H. Murray, Harada, Nakamura, Nagayama, Nikami, A. F. Remedios, A. G. Brenchley, Nezu, Miyachi, Yamaura, K. McKellire, Okuda, Kuwabara, Hayashi, Shimada Toyoda, Chashi, Mr. and Mrs. Matsoka, Mrs. Faryanms, Mr. and Mrs. Shibahara, Mr. and Mrs. Villetard, Mr. and Mrs. Kiyono, Mrs. Mori, Mrs. Toyoshima and 3 children, Mr. and Mrs. Tojo, Mrs. Ebara and 3 children, Mr. and Mrs. Yamaguchi, Mrs. Yoshi.

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Comfort,
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Efficiency are combined in the

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ILLUMINATING GLASSWARE

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The selection of lasts, patterns and leathers is the best that the market affords and you will agree that our models are the best buy of the season.

Look in our windows—pick out your favorite style, then come inside and let us show you how well they fit. Will you let us try?

Just Received - Ladies' Silk Hosiery
Black - White - Colored

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Jamaica Cigars

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PERFECTOS
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THE ENGAGEMENT-EXTRAORDINARY
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A Pianist of Marvellous Technique and Profound Musical Knowledge. Well is he named the
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Don't forget that
THE TROCADERO
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Excellent Food, rare Old Wines, Draught Beer from the wood, and cozy Private Dining Rooms.

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55 cts., 75 cts. and $1.00 per yard

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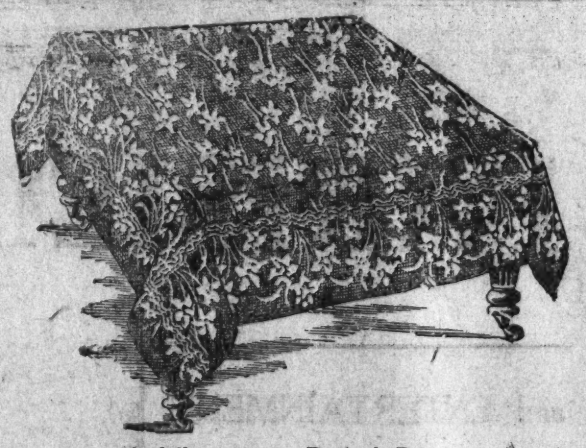

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In Camelhair wool. Medium Fawn shade, whipped singly, dark Brown borders. These blankets are exceptionally soft and warm.

Single bed size, 63 by 31 inches.

Price **$22.50** each

### Dr. "Jaeger" Blankets

In Camel-hair wool, whipped singly in pale Fawn shade with dark Brown bars at ends. An excellent blanket for wash and wear.

Double bed size, 70 by 90 inches.

Price **$27.50** each

A neat hammered design. English Hand-made Crystal. Strong and durable, every piece perfect in shape.

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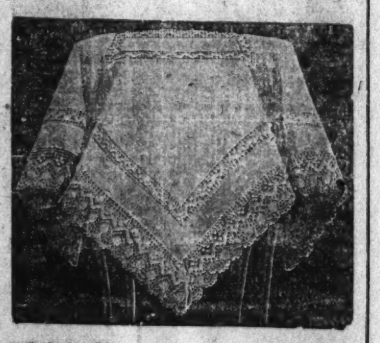
| Tumblers | ½ pt. | doz | Price $8.50 |
| Port Glasses | ,, | ,, | 6.50 |
| Sherry ,, | ,, | ,, | 6.50 |
| Liqueur ,, | ,, | ,, | 5.75 |
| Champagne Glasses | doz. | ,, | 9.50 |
| Cream Jug | ½ pt. | each | ,, 12.5 |
| Decanters | 1 ,, | ,, | ,, 6.50 |
| Cream Jug | 2 ,, | ,, | ,, 8.00 |
| Water ,, | 1½ ,, | ,, | ,, 2.75 |
| ,, ,, | 2 ,, | ,, | ,, 3.25 |
| Sweet dish with handle | 5 ins. | | 1.00 |
| ,, ,, ,, | ,, 6 | ,, | 1.35 |



***Colored Bordered Damask Linen Cloths***

Red Bordered, plain hemstitched, each

| | | | |
|---|---|---|---|
| Size 35 by 35 inches | | | *$1.75* |
| ,, 50 ,, 50 | ,, | ..... | *3.00* |
| ,, 58 ,, 70 | ,, | ..... | *3.75* |
| ,, 68 ,, 68 | ,, | ..... | *4.50* |

**The "LUXO" Bath Towels**

Extra thick and absorbent. Size 28 by 52 inches.

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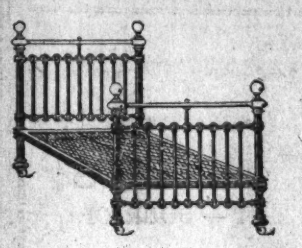
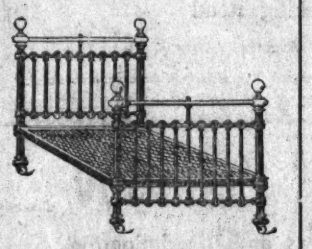
**BLACK COMBINATION BEDSTEAD.**



5-ft. Complete with Diamond Mesh Spring Mattress. **$35.00**

**BLACK COMBINATION BEDSTEADS**



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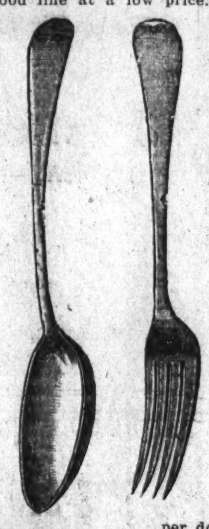

| | per dozen. |
|---|---|
| Coffee Spoons | $2.75 |
| Dessert Spoons | 5.75 |
| Dessert Forks | 5.75 |
| Table Spoons | 7.50 |
| Table Forks | 7.50 |

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**"TUSCAN CHINA"**

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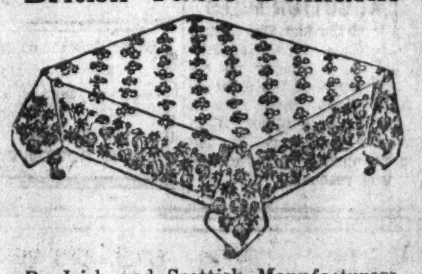
**British Table Damasks**



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No. 33

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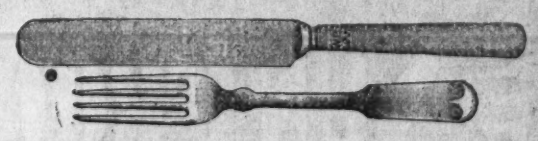
***AMERICAN***

Tinned Steel Spoons and Forks, made from sheet steel double tinned. Knives have steel blades and handles.

| | | |
|---|---|---|
| *Tea Spoons* | *$1.00* | *doz.* |
| *Dessert ,,* | *1.50* | ,, |
| *Table ,,* | *1.75* | ,, |
| *Dessert Forks* | *1.50* | ,, |
| *Table ,,* | *1.75* | ,, |
| *Medium Knives* | *6.50* | ,, |



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# MINISTRY OF FINANCE PLANS LIKIN REFORMS

## Intention To Do Away With System When Practicable Is Announced

*(From Our Own Correspondent)*

Peking, Oct. 8.—The Ministry of Finance has for the past few months been at work on a number of reforms in the likin system preparatory to its final abolishment as soon as the country is on a sounder financial basis than it is at present. The drafting of the likin reforms has now been completed and sent out to the provincial authorities in the following form:

"The old likin system is thoroughly corrupt, the main objection to the system being the establishment of numerous likin collectorates throughout the country, with the result that the likin tax has been levied from station to station. This has been a source of serious inconvenience to the merchant shipping his goods inland and has at the same time led to considerable dishonesty among the likin officials.

**Immediate Change Needed**

"In 1915 the Ministry of Finance attempted to change the likin system into a system of transit dues, but this change had to be put off on account of the unsettled condition of the country. Now that normal peace conditions are being restored the Ministry of Finance has decided that the reform of the likin system can be delayed no longer. Hence the following measures will go into force from this date:

"Excepting for the system of transit dues already in use along the railway lines, all merchandise that has been taxed at one likin station in a province shall pass through the other likin stations in that province without paying duty. This will enable the Government to save money by shutting down a number of the existing likin stations and will at the same time prevent merchandise from being delayed unnecessarily en route.

**System To Be Uniform**

"There shall be a uniform system of collecting likin throughout the country, thus doing away with many of the corrupt practices now in use at many of the likin stations.

"The use of various forms of likin permits will not be required henceforth.

"All unnecessary inconveniences to the passage of merchandise into the interior of the country are to be removed in the hope of encouraging the nation's home industries and increasing the revenues of the Government."

## STRIKE AT COTTON MILLS

Mill hands of the San Sin Cotton Mill and the Shanghai Cotton Mill went on strike yesterday on account of the refusal of the management to increase their wages. Representatives were requested to interview the employers in the afternoon but no satisfactory understanding was reached.

# *Monkham's Terrace Club Ends Season*

## *Prize Tournament And Dance Held By Neighborhood Tennis Organisation*

Chinese Commemoration day was observed by the Monkham's Terrace Tennis Club with a grand final tournament which closed the season. In the contest, which consisted wholly of mixed doubles, Mrs. Webb and Mr. F. Craddock took first and Miss E. Collin and Mr. C. Powell, second. The firsts were presented with a silver cup and a cigarette case and the lady in the seconds with a silver brooch.

Following the games, the membership, numbering twenty couples, held a dance at the home of Mr. and Mrs. W. A. Mace on Wayside Road. During an interlude, presentation of hand-bags was made to Mrs. Mace and Mrs. Dearn as expressions of the club's appreciation of their services in the matter of tea and many other activities. Thanks were expressed also to Mr. Mace and Mr. Dearn for their labors in preparing the tennis courts and decorations.

## *New O.S.K. Guide*

The Osaka Shosen Kaisha's Guide to the Principal Ports of the World, which has just come from the press in its 1919-1920 edition, is a volume which speaks highly for Japanese development in the printing art. Practically every seaboard city of the world is given with half-tone pictures of principal buildings and advertisements by its merchants and hotels. The book calls special attention to the East and Australia and will serve the business man and also the traveler as a guide. Thirty pages are devoted to Shanghai with descriptions of the native city, the settlement and concession, the public library and markets, with especial emphasis upon the city as a shipping center.

## AMERICAN SONG SERVICE

Shanghai's second American Song Service for this year will be held this afternoon in the banquet hall of the Palace Hotel.

The Rev. Paul Hutchinson, editor of the China Christian Advocate, will be the chief speaker. There will be a vocal selection by Mrs. Frank Rawlinson and a violin solo by Mrs. Leon P. Kurt.

## BENBOW ROWE IMPROVING

Mr. E. S. Benbow Row, assistant secretary of the Shanghai Municipal Council, who was seriously injured when he was gored by a stag on Thursday, continues to improve at the Shanghai General Hospital.

## *News Brevities*

Today is Columbus Day, a national holiday in the United States.

* * *

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc. for H.M. Forces from Mesdames G. Bentley, F. D'A. Burton, V. Thomas, Rev. C. F. Viking, Messrs. F. Davies, W. A. N. Heygate, J. W. Smallbones, H. Chatley, C. A. Howard, P. W. Massey, I. Tuxford, J. B. Barclay, A. P. Blount, K. K. Johnson, E. E. Parsons, Andrews and George, White-Cooper, Master and Harris, Butterfield & Swire, "E. B. H.", and "Anon."

* * *

The Great Chun Hua Cotton Mill, organised by Mr. C. C. Nieh, manager of the Hen Foong Cotton Mill and several other prominent Chinese cotton experts, will hold its organisation meeting this afternoon at one o'clock at the General Chamber of Commerce, North Honan Road.

* * *

The ninth annual meeting of the Sungei Duri Rubber Estate, Ltd., will be held Tuesday afternoon at four o'clock.

* * *

Mr. C. J. Passikides of the Municipal finance Department and Miss M. L. Barber were married yesterday at the Holy Trinity Cathedral.

* * *

As the result of an automobile accident in the French Concession, Mr. C. H. Godfrey, municipal engineer, is confined to his house with a broken collar bone.

* * *

The monthly Journal of the British Chamber of Commerce for October begins a new series of historical sketches of old firms in Shanghai. Holliday, Wise and Company is the initial subject together with its business successor, Cecil Holliday and Company. The Journal also contains a description of the Aquarius Company with illustrations. An article on Japan's merchant marine, and various trade and exchange items make up the remainder.

## KAIFENG NEWS NOTES

*(From Our Own Correspondent)*

Kaifengfu, Oct. 8.—An important meeting of the Anti Foot Binding Society of Honan will be held on Oct. 10 at which important measures may be proposed.

Mr. H. E. Chang is the new Principal of the Government Preparatory School, Mr. G. H. Lee having resigned to pursue his chosen profession of architecture.

Kaifeng is glad to welcome back from America Mr. and Mrs. B. W. Smith of the Y.M.C.A. Mr. and Mrs. Cline of Peking are the new arrivals to help in the Y.M.C.A. work. The Y.M.C.A. has recently bought a nice building lot out of the city to be used for residences and one in the city for a working plant.


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Norwegian Style Fiskboller
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# SAYS ARSENAL TEST PROVES PLUMB PLAN

## League Asserts War Department Has Applied Its Principles

## WORKERS TAKE OVER PLAN

### Public Correspondence Tells How Employes Conduct Big Plant

Washington, September 1.—Advocates of the Plumb plan for the nationalisation of the railroads of the country asserted today that the action of the War Department in turning over actual control of production activities in the Rock Island Arsenal harness shops, including appointment of foremen and the determination of prices paid workmen, to committees of employes approximates application by the Government itself of the principles of the Plumb plan.

What was done at the Rock Island Arsenal, as announced by the War Department yesterday, was described in the correspondence and statements made public by the War Department as being "the first recognition of the principle of democracy as applied to the manufacturing industry." The documents made public by the War Department comprised a letter written by Secretary Baker on August 23 to R. L. Cornick and James L. McCort, employes' representatives in the ordnance department in Washington, expressing Secretary Baker's "pleasure in the results which have been attained," and further stating Mr. Baker's "hope that the policy which has already been productive of so much good will be successfully pressed."

The celerity with which the Plumb plan leaders have seized upon the announcement which was given out officially at the War Department yesterday cannot be otherwise interpreted than as an effort to make it appear that the Government itself has been won over to the Plumb plan in what has been done at Rock Island. Coincident with the interpretation by Mr. Plumb of the Rock Island experiment as being nothing more nor less than an application of the principles of the Plumb plan for nationalisation of industry, the statement issued here tonight by Manager Keating of the Plumb Plan League takes the same view of the Rock Island experiment. The statement in part follows:

"The report given out by the War Department of the results of the Government's experiment in industrial democracy at Rock Island Arsenal is a happy and timely illustration of the truth of one of the basic principles for which we are contending. We maintain that the participation of labor in the control of management will serve greatly to increase efficiency. The War Department report gives conclusive proof of this by showing the extraordinary results that have been obtained at Rock Island under workingmen's control.

**Says Plumb Plan Is Americanism**

"In advocating the Plumb plan we are dealing with a great natural monopoly, which, under private ownership, has been managed with incredible inefficiency in an attempt to maintain a fictitious competition. If in the field of legitimate competition, as in the case with the Rock Island Arsenal, the Government has demonstrated the success of industrial democracy, it is fair to assume that the same principle will be even more successful when applied to a monopolistic enterprise like the railroads.

"This principle of industrial democracy is nothing but old-fashioned, bedrock Americanism. If a man is worthy of a vote in the political field he is worthy of a voice in the field of economic life.

"We have to return to fundamental Americanism and rescue the human factor of co-operation in industry. Of course, men will work harder and better when they share in the responsibilities of the industry and in the rewards of their own labors. There is no fear that American workingmen are not capable of participating in the management of industry.

"After we have a few more experiments like that reported by the War Department people will begin to realise that they have been thinking down a blind alley in these matters. Give the American workingman both authority and responsibility and let him go ahead.

"Of course, the application of industrial democracy has to be determined by the conditions which surround the individual industry. No advance ever takes place in a day."

The material given out by the War Department consisted of a letter written to Secretary Baker by the arsenal employes' representatives in the arsenal orders branch of the office of the Chief of Ordnance, a memorandum submitted by the employes' representatives, with their letter to the Secretary and Secretary Baker's reply in indorsement of what had been done. The development of the arsenal orders branch in the office of the Chief of Ordnance, and of representation of employes of the manufacturing arsenals in an advisory capacity in connection therewith is not explained in the correspondence given out by the War Department. However, the department authorised this brief statement regarding it:

**War Department's Statement**

"With the signing of the armistice, the arsenal employes faced a situation raising grave doubts as to the security of their employment since the products which they had been engaged in turning out were, of course, for use in the war with Germany. Having well-functioning organisations in existence in several of the War Department arsenals, and with members of these organisations conversant to an unusual degree with production problems, the employes designated representatives to take up the subject with the Secretary of War and Chief of Ordnance. The outcome was the approval of the suggestion that an arsenal orders branch be established in the office of the Chief of Ordnance to secure orders from other departments of the Government for such things as the Government needed and the arsenals were equipped to manufacture. The experience of the War Department in securing the employes' assistance and devotion by according them a large measure of control over the conditions of production and labor in the arsenals naturally led to creating an advisory committee of employes' representatives in the arsenal orders branch. Employes' representatives actively assist in the work of this branch, in figuring costs when bidding for work, etc."

The letter which Messrs. Cornick and McCort, the employes' representatives, wrote to Secretary Baker, said:

"Primarily the employes feel that you and General C. C. Williams are interesting yourselves in them in a vitally significant way, that is, concerning the stability of their positions, rather than in paternalistic ways such as have been tried with questionable results in so many instances during the past. They realise that their status is now in the process of change. They no longer feel like mere employes, simply bent on holding down a job quite apart from their conception of life, for no other purpose than the earning of wages, the only crude means available to them for securing the necessaries and perhaps a little of the better things of life. They are beginning to see that they are on their way towards becoming partners in a large enterprise.

"It has been very gratifying to us to note, many times, that the necessity on the part of the men for economical production is well understood. For instance, at Watervliet Arsenal recently during the noonday rallies which were being held, the appeals of the speakers, who were from the workers, were for efficiency. At Watertown some of the men stated that, in the interest of the workers their abilities were limited when it came to functioning on employes' committees, handling grievances, etc., for, they said that that was not their fort. They did not feel able to confront the management in sufficiently forceful ways while prosecuting cases of such a nature.

"But, they said, they clearly saw their opportunity in the chances which now existed for functioning on production committees. Their abilities, they felt, lay in that direction and they most enthusiastically welcome the circumstances which promise them these new opportunities for self expression. At Frankford and Rock Island instances have occurred where the employes have 'gotten after' individuals who have not been doing as well as they might.

**Spirit Of Co-operation**

A striking instance of the splendid spirit of co-operation which automatically develops when the employes are given an incentive and a chance for self-expression recently occurred at the Frankford Arsenal. The Post Office Department was in the market for a large order of dials for registered mail locks, for which they had previously paid $45 per thousand. Frankford Arsenal submitted an estimate of $38 per thousand, so when the committee on estimates informed the employes they had figured very closely in order that this work could be secured for them the employes were very eager to express their appreciation of this new condition and volunteered to work during lunch hour if necessary to live up to their committee's judgment as to direct labor costs.

"There is attached hereto a statement concerning the way things work when the employes are unable to participate in the management of the shop. This is but a mere indication of what really can be made possible in a large way throughout all the arsenals. In short, a spontaneous efficiency is in the making, which, we sincerely feel, will before long produce records of production that will make the most ardent Taylor system advocate envious. And this will all be because the employes want to produce, not because they are obliged to do so.

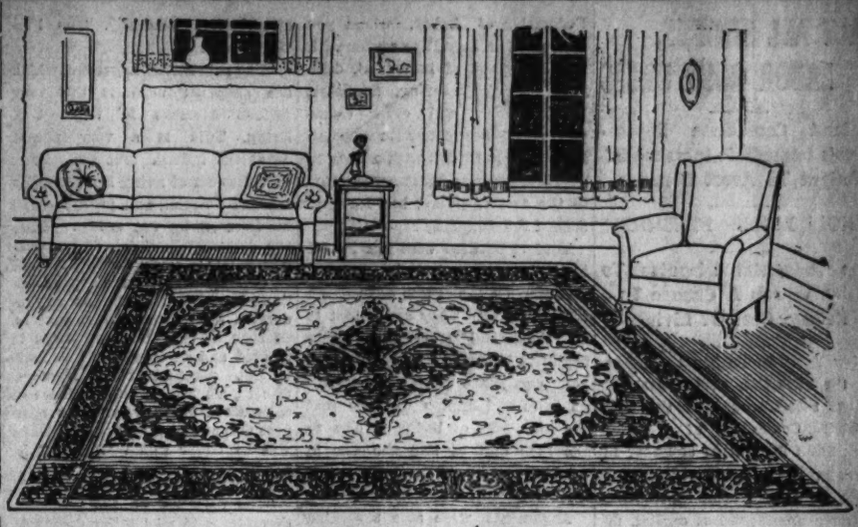
"We find that as a whole the attitude of the local management is conducive toward the development of this new spirit. Where misunderstandings have existed or still exist we hope to help straighten them out by education and the demonstration of our unalloyed sincerity and loyalty to all the interests at stake."

"We are and will for a long time suffer from the heritages of the conditions we are now on the way towards eliminating. It is our conviction, more now than ever before, that before long the opportunity will be ripe for us to secure outside talent in the form of competent management engineers and productions experts to advise us as workers what we can do to help improve things, what the management can do, and finally, what we and the management can do jointly.

"We are not unaware of our own limitations in this respect, and, when the time comes, we hope sincerely that you and the Chief of Ordnance will gladly extend to us the opportunity to have our technical experts co-operate with the arsenal management and their experts for the purpose of doing everything possible to warrant the fullest utilisation of the arsenals as centers of production."

To this letter Secretary Baker replied:

"The Government needs not only the hands of its employes, but their heads and their hearts and the spirit of co-operation and loyal enthusiasm illustrated by the instances which you cite to me are not only evidence of a present sound situation but promising of constant future improvement."



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# HALT ALL STRIKES, LABOR BODY URGES

## Holland Committee Recommends Immediate Increase Of Output To Avert Disaster

## UPHOLDS THE PRESIDENT

## Stop Industrial Disputes To Give Wilson A Chance To Reduce Cost Of Living

New York, September 2.—A plan for the reduction of the cost of living, recommended by the Cost of Living Committee of the New York State Federation of Labor in a report published yesterday and made after a series of conferences with representatives of capital, includes the suspension of pending labor strikes on the basis of the status quo for a period of six months, or until President Wilson may make effective his fight to bring down the cost of living, and the speeding up of production by intensive methods used during the war.

It also recommends that no strikes be ordered during this period except those that may be necessary to relieve wage earners from intolerable oppression, and that the Executive Council of the State Federation of Labor be the judge of what strikes now pending shall be deemed necessary. The committee further recommends that the hands of the President be upheld in his efforts to reduce living costs.

The committee was appointed by President James P. Holland of the State Federation on July 29 to confer with representatives of industrial, commercial, manufacturing, financial, transportation, and other enterprises and associations representing such enterprises. The conferences were held in the rooms of the Merchants' Association of New York. The report, signed by John F. Pierce as Chairman and Isadore Epstein as Secretary, was as follows:

**Text of the Report**

New York, September 1, 1919.

To James P. Holland, President New York State Federation of Labor:

Dear Sir and Brother: Your committee of members of trade unions under the jurisdiction of the New York State Federation of Labor and affiliated with the American Federation of Labor, whom you instructed on July 29 to confer with representatives of industrial, commercial, manufacturing, financial, transportation, and other enterprises and associations representing such enterprises with a view to devising plans to effect a reduction in the cost of living, beg leave to submit the following report:

Your committee does not intend to burden you with a tiresome dissertation on the causes of the high cost of living. They are patent to all thoughtful men. The representative business men with whom your committee conferred presented facts and figures to show that the high cost of living is due to the high cost of and decrease in production. These facts were well known to your committee.

Arguments were also presented to support the contention that since the armistice was signed the business men of the country have been in a state of apprehension, due to rapidly changing conditions. No man could predict one day what new conditions he would have to meet the next. Uncertainty as to Government regulations, uncertainty as to industrial conditions, uncertainty as to labor's attitude, uncertainty as to new legislation, uncertainty as to future market conditions, have disturbed and dislocated industry to a degree never experienced before. These are facts which no body of men ought to dispute. Labor will certainly not question them.

**Points to Danger of Disaster**

Your committee is convinced that this condition is all wrong and cannot be permitted to continue unless we—and by "we" your committee means not labor alone but the people of the whole United States—wish to invite a disaster unparalleled in history.

The people must be given a breathing spell. There must be a suspension of struggling for class and party advantage. All Americans must bend their backs to their oars and pull steadily together against the stormtossed waters until our boat again rides safely on the placid sea of prosperity.

The part that labor can play in bringing tranquillity and prosperity to our industrial life has been pointed out by recent events.

The President of the United States, in a message to his fellow-citizens on August 25, refers specifically to the threatened strike of railway shopmen, and makes a plea which advisedly may be considered as applying to industrial disturbances generally. The President said:

"The substantial argument which the shopmen urge is the very serious increase in the cost of living. This is a very potent argument indeed. But the fact is that the cost of living has certainly reached its peak, and probably will be lowered by the efforts which are now everywhere being concerted and carried out. It will certainly be lowered as soon as there are settled conditions of production and of commerce; that is, so soon as the treaty of peace is ratified and in operation and merchants, manufacturers, farmers, miners, all have a certain basis of calculation as to what their business will be and what the conditions will be under which it must be conducted."

Again President Wilson said:

"The demands of the shopmen, therefore, and all similar demands, are in effect this: That we make increases in wages, which are likely to be permanent, in order to meet a temporary situation which will last nobody can certainly tell how long, but in all probability only for a limited time. Increases in wages will, moreover, certainly result in still further increasing the costs of production and, therefore, the cost of living, and we should only have to go through the same process again.

"Any substantial increase of wages in leading lines of industry at this time would utterly crush the general campaign which the Government is waging, with energy, vigor, and substantial hope of success, to reduce the high cost of living. Only by keeping the cost of production on its present level, by increasing production and by rigid economy and saving on the part of the people, can we hope for large decreases in the burdensome cost of living which now weighs us down.

**Call Unauthorized Strikes Treason**

As a result of President Wilson's appeal, backed by the attitude of Samuel Gompers, President of the American Federation of Labor, and the leaders of the railway brotherhoods, the threatened railroad strike was averted and the country spared a terribly tragedy.

On every hand there are strikes and threats of strikes. Most of these disturbances have been provoked by the radical agitators who have not the interests of the toilers at heart, but who seek to promote industrial warfare for the purpose of destroying our present economic system and substituting "industrial ownership by the proletariat."

Fortunately, the sane leaders of organised labor have, after a short period, succeeded in regaining control of their temporarily rebellious unions, and restoring orderly procedure under the laws and rules of the American Federation of Labor.

The conduct of those who call themselves loyal supporters of trade unionism in breaking away from the authority of their duly elected officials and inaugurating uncalled for, unnecessary, and unauthorised strikes should at all times be severely condemned and the agitators who foment such outbreaks should be visited with the severest penalties possible under trade union rules.

For trade unions to permit themselves to be brought under the influence of lawless agitators at this time of national stress is treason not only to the principles of trade unionism but to the United States of America. It would not be too severe punishment to revoke the American Federation of Labor charters of such unions and put them outside the pale of decent organised labor.

Your committee is of the opinion that President Wilson's reasoning is based on sound economic principles and that organised labor owes a duty to the President to give him a wholehearted assistance in his efforts to reduce the cost of living and place the nation on a strong business basis. We owe the President of the United States the same loyal support that we gave him during the war, even though we may suffer from a temporary disadvantage which after all may be more apparent than real.

**Increased Production Urged.**

Your committee therefore recommends:

First—That organised labor exert itself to the utmost to increase production of essential commodities and thereby lower the cost to the producer, to enable him to lower the cost to the consumer. This applies not alone to the necessaries of life, but to all manufactured articles which are bartered in commerce at home and abroad, and the production, manufacture and sale of which supply the income from which labor draws its earnings and employers their profits.

This can only be accomplished by employers and wage earners working together to that end, each casting aside all striving for temporary advantage, and pulling together in double harness for the general good of all the people of the United States and the emancipation of the world from the economic troubles which now beset the peoples of all lands. The eight-hour day for toilers is, generally speaking, an accomplished fact.

It is labor's duty and it should be its pleasure to produce as much in eight hours as it formerly produced in ten, and even more. To that end every man and woman that works for wages should bend every effort to letting the close of each day's work see that he or she has individually added more and still more of marketable commodities to the wealth of the world than he or she produced the day before.

There should be no letting down. There must be intensified production. That means that we will all have to work a little harder than we are now working. Our material reward will come through decreasing the cost of living, thus automatically increasing our wages. Our spiritual reward will come from the fact that every additional motion we make with our tools adds by so much to the help we extend to the peoples of other lands who are less fortunate than we Americans.

**To Save World from Ruin.**

Remember what Samuel Gompers has said: "American labor fights not so much for itself as it does to bring more of light and happiness into the lives of less fortunate people everywhere."

As American organised labor did not spare itself in the gigantic task of producing the manufactured commodities which contributed to relieve the world of a military peril, so it should now resolve not to spare itself in relieving the world from the menace of economic ruin.

Second—as every strike which stops a factory wheel from turning or otherwise interrupts the processes of production contributes to retard the United States from regaining its rightful supremacy, and the people fully realising the prosperity to which they are entitled, your committee is of the opinion that every effort should be made by the New York State Federation of Labor to discourage strikes except in cases where vital principles of trades unionism are at stake or where employers are practicing intolerable oppression.

1. Your committee earnestly recommends that the Executive Council take steps to cancel and suspend all strikes now in progress in New York State, and to use their influence to prevent the calling of future strikes except in such circumstances as, in the opinion of the Executive Council, render it imperatively necessary to use the strike weapon.

2. That the truce shall be on the basis of the status quo.

3. That the period of the truce shall be six months, or for such longer period as President Wilson may require to enable him to effect a reduction of the cost of living.

4. That notice be served on all employers that any individual, firm, or corporation which attempts to take advantage of organised labor's attitude, to serve its own interests at the expense of labor, shall be left for a reasonable time to such disciplinary measures as other employers or organisations of employers may wish to put into effect, and that if disciplinary measures be not taken by the employers themselves, then organised labor will fight such unfair and disloyal individual, firm, or corporation in a manner that will never be effaced from the culprit's memory.

5. That copies of this report be transmitted to Samuel Gompers, President of the American Federation of Labor, and to the various State Federations of Labor throughout the United States, with the recommendation that the policy outlined herein be adopted by all.

**Thanks Merchants' Association**

Your committee, through the courtesy of the Merchants' Association of New York, was enabled to hold several conferences at the rooms of the Merchants' Association with representatives of the interests above mentioned. The Merchants' Association named the Committee on Industrial Relations to advise with your committee, and by unanimous action of the Executive Committee Mr. William Fellowes Morgan, President of the Merchants 'Association of New York, was authorised to appoint and did appoint the subcommittee of the Industrial Relations Committee to continue indefinitely the conferences with your Organised Labor Committee.

For these acts of courtesy and helpfulness your committee extends its thanks to the Merchants' Association of New York, President Morgan, Secretary S. C. Mead, Alfred L. Smith, manager of the Industrial Bureau; the Committee on Industrial Relations, the Executive Committee and general officers of the association.

For the committee, respectfully submitted.

JOHN F. PIERCE. Chairman.
ISADORE EPSTEIN, Secretary.

President Holland of the State Federation said last night that he had received a report dealing with labor's course in the present emergency, but that he had not read it and would not discuss it.

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# Our London Letter

*(From Our Own Correspondent)*

London, August 19.—I have not seen one single adverse comment on Viscount Grey's appointment as Ambassador to Washington. No better selection could possibly be found. Viscount Grey enjoys the confidence of the great majority of people both here and in the United States. It is known in America as well as here, that he did everything that was possible to preserve the peace of the world in 1914, and his proposals for conferences and negotiations to settle the Austrian demands upon Servia would have averted the disaster that followed were it not that Germany had determined to force war upon the world. The evidence on this point is full and complete.

From the first Viscount Grey has been a warm supporter of the League of Nations idea. He will, therefore, be able to advance the project in his capacity of Ambassador to Washington. For some time he has appeared to have dropped out of affairs here; and indeed it was thought that his public work was ended owing to the partial failure of his eyesight. But his eyes, although weak, will not, the experts assure him, grow worse. This assurance had to be given him before he would consent to take the high position offered him by the Government. If Viscount Grey consulted his own personal wishes he would never return to the world of politics. He would continue to live quietly at Fallodon, his beautiful seat in Northumberland, for a love of country life is a passion and not a pose with him.

Ireland, is maintaining its ancient reputation as "the land of lost causes, impossible hopes, unfortunate loyalties." It is presenting the British Government with a problem that is by no means new, but none the less difficult to deal with on that account. Stated in simplest form the problem is "What shall we do for the best?" At no time in the troubled [illegible] of Ireland has there been a more sincere desire on the part "Irish Question"—the phrase which serves as a lid for the witches' cauldron of Irish discontent—on a right and lasting basis. The stumbling block is the Irish themselves.

It is well known to all the world that during the war a sincere attempt was made to clear up the trouble and go forward from a new starting point. There was the Commission, which promised well and came to nothing. of British statesmen to settle the Conciliation was tried and carried to such lengths that Sinn Feiners were permitted to spout sedition, and to drill, and march, and maneuver at will from the Lakes of Killarney to the Bog of Allen. But conciliation was rewarded by the landing of a Hun emissary from a Submarine off the coast of Clare.

**A Morass Of Trouble**

The fact is that whatever is done by England in an honest attempt to promote peace and progress in Ireland is sure to be wrong because in the present temper of the country nothing can be right. Try to meet the demands of the so-called Nationalists and Ulster protests against betrayal. Attempt to soothe Ulster susceptibilities and the Nationalists call upon Heaven to witness the injustice of the brutal Saxon. Endeavor to bring the warring Irish factions together and beg them to compose their differences in their own way, and you discover that the word compromise has no place or meaning in their vocabulary.

Religious intolerance is interwoven with political hatreds. It is war to the knife all the time—Orange and Green, Protestantism and Papacy, Unionist and Nationalist, all loudly protesting that they want peace and concord but determined each on its own side to dictate terms and abate nothing that is demanded, however unreasonable. The very last thing to be looked for is a spirit of give and take.

**Position Of The Government**

Of course there are people here who blame the Government for doing this, or for not doing that, in respect of Irish affairs. No doubt blunders have been made in dealing with Ireland. It is unfortunately true that Irish questions have from time to time served a purpose in the great game of party politics in England. But I am convinced that the suggestion of Government responsibility for the terrible state of the country now is absolutely unjust and unfounded.

Ireland is bordering upon rebellion, if one may put it that way. A garrison of 60,000 troops has to be maintained in the country—that is, an Army nearly as large as the British Expeditionary Force that went to France in 1914. Martial law exists. Whole areas are proscribed for meetings. But despite all this, murders and outrages are of daily occurrence. Mob rule strives for mastery against constitutional rule. Sinn Fein pulls down the Union Jack and hoists the flag of the "Irish Republic." There is rioting in Nationalist Clare; there is rioting in Londonderry, the seat or Orangeism. No matter by what road the statesman wishes to go forward with a policy of reform and betterment all ways seem to end in a morass of discord and disaffection.

This is a very brief statement of the grave situation confronting the Government. What is the way out? Obviously it should be for the Irish to solve their difficulties, for even Providence and the British Government cannot do much to help those who will not help themselves.

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# MANY REASONS GIVEN FOR THE FALLING FRANC

### Sensational Declines, As Compared With British, American And German Money

### TRADE BALANCES A CAUSE

### Settlement Of American Claims And Agreement For Food Supplies Factors

Paris, August 9.—The feature of the last week has been the sensational fall in the franc not only as against the dollar and sterling but as compared with neutral and even German money. Between Monday and Thursday evening the dollar advanced G. 10 cents, from 7.75 francs to 7.75 and sterling nearly 40, from 32.20 francs to over 34. On Thursday it was necessary to pay 8 francs for dollars to a considerable amount, and the market closed in a state bordering on panic.

Yesterday there was a slight reaction, attributed to Government intervention. Importers of foreign goods, in despair, declare business is impossible under present conditions, whereby the actual price they pay in foreign money may be 10 or 15 percent higher than expected in the period of a single month.

The wildest rumors are current as to the cause of the franc's depreciation. One story blames a German financial maneuver to ruin France commercially after having failed by arms. Others suggest the purchase of money for the American Army stocks, to be paid for immediately in dollars.

This is not the case. The Echo de Paris is the first French newspaper to get the correct facts and gives the figure as $400,000,000—upward of 3,000,000,000 francs at the rate of exchange when the agreement was signed—adding that the terms of payment are such as not to affect the value of the franc.

I learn, too, that one of the conditions of the deal is for the French to take over all claims for damages, etc., outstanding against the American Army in France. Though the sum is declared to run into millions, it is unquestionable that many claims have no legal basis. But in getting rid of the whole business the Americans will be saved long drawn out and onerous litigation.

Another explanation of the exchange flurry is that a new agreement with the Allies and neutrals for the supply and transport of food will involve the payment of large sums of foreign money by the French Government. Neither from the banks nor the Stock Exchange is a better reason forthcoming, and the fact of the matter probably is that the situation is the logical outcome, as Minister Loucheur foresaw, of the removal of import barriers at a time when France had everything to buy abroad and next to nothing to export.

The fall of the franc doubtless is being hurried by speculation and by nervous importers who fear higher rates later. If this be the cause the dollar may well go to 10 francs and sterling to forty before Christmas unless definite action is taken to relieve the situation.

# FRENCH NOW ASK AID TO REBUILD HOMES

### Find Themselves Lacking In Money, Materials And Professional Skill

By Charles A. Selden

Paris, Aug. 29.—There is a radical change of opinion among business and professional men and manufacturers in Northern France concerning the need of outside help, notably American, in the work of reconstruction in that region. A year ago, when several American engineers, architects, and builders came to France hoping and expecting to participate in the reconstruction, they received a cold welcome, being made to understand that it was the desire of France to have all reconstruction work done by Frenchmen. That also was the policy of the French Government. But now, at the end of a year, it is realised that help from other countries is needed.

This new realisation that there is too much work for Frenchmen to do it all alone will be expressed and emphasised at the session of the States-General representing all the departments of northern and eastern France, to be held at the Sorbonne next week. Now it seems to be the desire that American engineers, architects, and builders come, not to take jobs away from native members of their professions, but to cooperate with them.

That idea is expressed by Hector Franchomme, one of the chief manufacturers of Lille, who will represent that city at the Sorbonne sessions. His plant was almost totally destroyed, the damage to his factory buildings amounting to 2,000,000 francs. He has received in reparation only a quarter of a million, and that is far above the average.

So France alone is not even beginning to meet the needs of the situation in a financial way. If all the money needed were available there would still be such a lack of material and of skilled engineers and architects that making a real beginning would be impossible.

"We have lost in destroyed buildings alone," says Captain Franchomme. "10,500,000,000 francs' worth of property. Our full capacity for new construction before the war was only 1,500,000,000. Now, with lack of material, labor and money, it is much less than that. So if we try to do this work alone it will take us more than ten years to restore conditions as they existed prior to 1914 in this one item of rebuilding destroyed homes and factories. We must have cement—many thousands of tons of it—from America, also building hardware, steel, wood and household furniture. Our French Government must be the guarantor of our bills to Americans for these things, furnishing bonds as security.

"But we need your professional skilled help working right with us here in France as much as we need your material. But I fear that the Americans who have already left us will not turn back. They leave us too quickly. These American friends who have helped us so much in the distress of war are going without helping us repair the ruins, but we understand why. Their help was at first rejected. It was because our Government wished to protect French industry and enterprise, thinking we could do it all alone. The experience of the last year has proved the impossibility of that.

"For example, we have for a village totally destroyed perhaps one architect or surveyor and one stone mason. They are helpless in the face of the task that must be done. Let your American architects, surveyors, and engineers come to the rescue, not to work by themselves as our rivals and competitors, but as collaborators. In such a manner only can France restore herself."

# BERLIN REACTIONARIES PLAN WAR ON JEWS

### Seek Chance To Seize Power In Upheaval — Vorwaerts Writer Urges Dictatorship

Berlin, August 29.—Wherever German meets Germans nowadays they will surely talk about the unparalelled bad times, and the conversations always end with the statement. "It may seem hardly credible but the Germans, especially the middle classes only now realise it was the Kaiser, his junkers, diplomats and bureaucrats who caused Germany's destruction" and the wrath of these peoples is waxing visibly daily.

The reactionaries, knowing this, and realising also that, besides, the blind fury of the ever growing multitude of unemployed must be met and if possible diverted, have decided that a general pogrom might unload the storm upon the Jews, save their own skins and during the general upheaval perhaps give them a chance of seizing again the reins of government.

These plans are no secret but are openly talked about everywhere. It is granted that terrible bloodshed is ahead for Berliners and among all the people the question is: "When is it going to break?"

This morning Erwin Barth, the famous social writer, says in Vorwaerts that the only way to avoid the dangers described above is a "dictatorship of the Center," meaning that one or a few men who belong to the parties now making an honest attempt at government should assume despotic power and suppress all unruly elements of both extremes. This would be the only way of preserving the democratic republic.

The Berliner Tageblatt prints the following:

"Daily reports of new clubs and secret associations having been founded for the purpose of liberating Germany from Jewry are multiplying, and already Jew-laitings are assuming a character never heard of before. The reaction is at the bottom of all. In Potsdam last night a mass meeting of officers took place during which an officers' league for fighting Jews was founded and 350,000 marks as a war treasure was collected on the spot.

The officers wore their pre-war uniforms, indicating their reactionary spirit. They were told that the German Army returned from Courland could be relied upon against the Jews and for the reconstruction of the monarchy. The Jews must first be defeated because they are not German."

The Tageblatt then gives a number of examples proving that even the Berlin troops will take sides against the Jews and that all really loyal republicans are being removed by the reactionary officers who, despite Noske, govern the federal army.

# St. John's University News Items

The Matriculation of the freshmen took place on October 6 in the Alumni Hall. About 70 Freshmen were matriculated. Prof. W. S. A. Pott gave a very instructive address to the young collegians, emphasising chiefly the educated people as the ones who should solve the problem of the day.

On the same occasion, a new memorial tablet for the late Mr. O. W. Gott of the college faculty, who died a year ago, was presented to the University by his friends and students. After a short speech on the life of the deceased, it was unveiled by Mr. W. M. Porterfield of the erection committee. Dr. Pott, representing the University, received the permanent memorial with appreciating thanks.

The Women's Auxiliary of the Diocese of Kiangsu held its annual meeting at St. John's on October 9. All parishes were represented.

A holiday was given to the students on October 10, the National Holiday of China. In the early morning a big crowd, representing the members of the staff, Chinese members of the faculty, students, and coolies even, gathered together on the rear playground and performed the ceremony of saluting the National Flag. Dr. Y. Y. Tsu of the Faculty gave a short but inspiring speech. After the morning service, the students were permitted to go out, and in the evening, they went to attend the lantern procession in town. There was one day holiday also on the Mid-Autumn Festival Day.

There will be an Alumni Outing on Saturday afternoon next, October 18. The following will be the prominent features:

2-4 p.m.—Games for adults and children on the lawn.

4:00 p.m.—Tea with Dr. and Mrs. Pott on the lawn.

4:30 p.m.—Motor car trip around Shanghai.

The Committee is busy sending out invitation cards and preparing a lengthy program. It is hoped that this will be a joyous occasion for the "Johanneans" to visit the Alma Mater.

# OF INTEREST TO DANCERS

Under the heading "Too Much Tango" an American paper says that with the prevailing craze for dancing at all times and places it has become noticeable that women whose blood is thin—anaemic—fall victims to neuralgic pains when they dance too much and rob themselves of sleep and outdoor exercise.

The woman who makes great demands on her strength, either by over-working or over-dancing, must keep her blood in condition, or suffer. The pain of neuralgia is simply nature's warning that the nervous system is being starved—because the blood no longer brings it what it needs. The one great cause of neuralgia is debility with anaemia, or bloodlessness.

Now debility and bloodlessness obviously call for tonic treatment just as weakness calls for strength, and in Dr. Williams' Pink Pills for Pale People, the most famous blood and nerve tonic in the World, tens of thousands of debilitated, anaemic women—and men too—have found just the help needed. These pills begin at once to enrich the blood, and thus enable it to furnish the nerves and the whole system with the elements needed to restore perfect health. Obtainable of medicine vendors everywhere, and post free 1 bottle for $1.50, 6 bottles $8,00, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.


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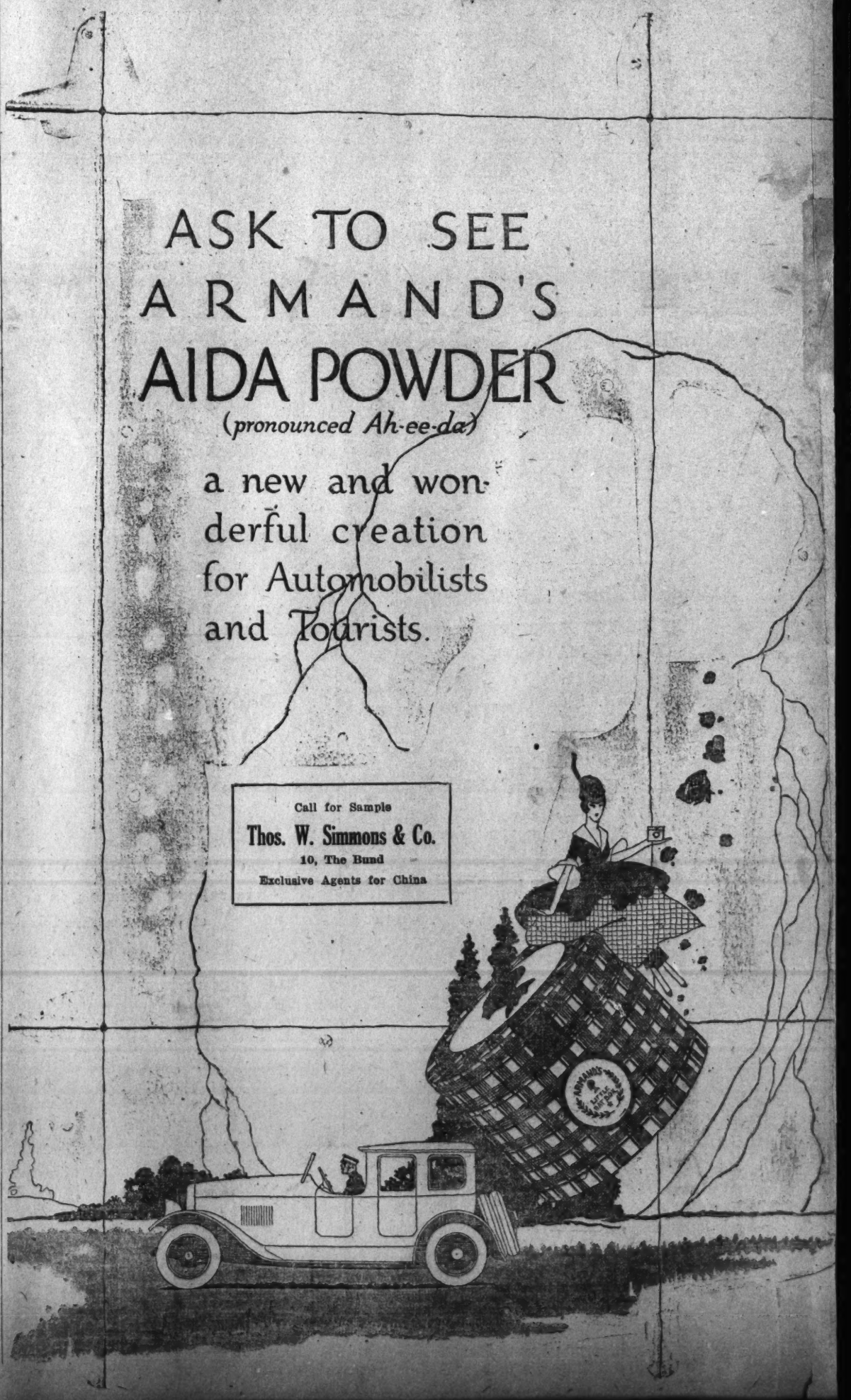

# California's Anti-Alien Land Laws Political War Cries, Says U. S. Senator

## Attitude Toward Japanese On Pacific Coast Subject Of Address Of Legislator From Ohio At Tokio Meeting

Tokio, October 3.—"The objections raised in California to the Japanese are ascribed to racial difference, but this is only an excuse. The real reason is the demand of a powerful element to monopolise the labor of the state and for purposes of political expediency. The California land laws are simply political war cries," said Senator Theodore E. Burton in the course of a frank address at a meeting yesterday at the Imperial Hotel, held under the auspices of the American Peace Society and the Japan Peace Society, according to The Japan Advertiser's report of the meeting.

Following Senator Burton, Baron Sakatani addressed the members and guests on the important subject of peace and of the relations between Japan and America.

Dr. S. H. Wainright, president of the American Peace Society, requested Baron Sakatani, president of the Japan Peace Society, to preside. The Baron then introduced Senator Burton, who expressed pleasure at the hospitality and kindness extended to him during his stay in Japan and the opportunity he had to meet so many grand old men in Japan, of various nationalities. Senator Burton said that their snowy heads were crowns of glory, and expressed the hope that when he comes again to Japan he will find the ranks still unbroken.

In reference to peace and the peace treaty, Senator Burton said. "It is but a short time ago that world peace was but an aspiration and a hope. The sufferings of the recent terrible war have wrought a great change in the attitude of the world toward war and today peace is nearer realisation.

"The war was not so much a war against Germany as a contest between the idea that might makes right, and the ideals of law and justice.

**All But The Hearse**

"When the sentinel on the Holland border saw lights in the distance, across the German border, he thought at first they were fireflies, but as they came closer they proved to be the headlights of the Kaiser's automobile in which he was fleeing from the wrath of his people to the country he once schemed to add to his own dominions. It was not a conquering host that came to Holland but the funeral procession of the Hohenzollern Dynasty.

"War between nations must cease, as it has in the case of individuals. In the olden days the barons ruled the people by might, and differences were settled by the sword in duels. The establishment of courts of justice has succeeded in eliminating this barbarous method of settling disputes between individuals, and the day is near when the same condition will exist between nations. Any nation that thinks as Germany did, and wishes to continue to rule by might, is decidedly wrong and will not be upheld by other nations.

**All Horrors; No Heroics**

"The horrors of war are more manifest that ever before. The heroic phase of warfare that existed in former years is submerged because the present methods of warfare are a destructive science. The present implements of war are heavy armaments, high explosives and submarines—assassins beneath the sea.

"The object of the League of Nations is to prevent war, which it proposes to do by limiting armaments and arranging for the settlement of disputes by other means than war. A declaration of war between two nations not only affects them but involves the whole world, therefore it is the world's business when war is declared.

"An important provision in the Covenant of the League of Nations is that which make it impossible to declare war until 3 months after the court of inquiry, or committee of investigation has reported. This provision will give the heat of anger time to cool and often remove the desire for war.

"An instance of the advantage of cool deliberation took place during the Russo-Japanese war. When the Russian fleet sailed out of the North Sea, the Admiral, for some unknown reason fired on a British fishing fleet. Deliberation and cool judgment prevailed and the matter was settled by means of negotiation.

**Furtive Diplomacy Must Go**

"Another most important source of trouble is the matter of secret treaties. Furtive diplomacy must go. All negotiation between nations must be made under the light of publicity.

"Regarding the objection to the Peace Treaty in the U. S. Senate, while I fear the results, I can not help but believe that the Treaty will be ratified. The Senate will perhaps introduce resolutions against certain portions of the Treaty and sign it in the end.

"One matter that is causing the delay in signing the treaty, is the Shantung matter. If that were settled in a satisfactory manner it would put an end to much controversy.

"All of these factors point to a new era, and the future prestige of nations will be determined, not by its military prowess, but by its achievement in trade, by bettering the conditions of its people, by improving their social position and living conditions, and providing for their comfort and opportunities for advancement.

**Pacific Monroe Doctrine**

"In regard to the Monroe Doctrine, it is not, and never will be, for the purpose of aggression, but solely for protection. It has always been the policy of the United States to have no interference with the policies of the countries in South and Central America and any time that the United States has interfered with these countries it has been to prevent the encroachment of European powers. We have endured untold wrongs during the past few years at the hands of Mexico and have patiently tried to avoid armed intervention.

"No nation will profit by endeavoring to grasp the economic resources of a country by means of spheres of influence or any other means. All must have an equal chance.

"The good relations which should exist between Japan and the United States are to some extent hampered by differences of race, language and customs which tend to create misunderstandings.

**The California Question**

"The objections raised in California to the Japanese are ascribed to racial differences, but this is only an excuse. The real reason is the demand of a powerful element to monopolise the labor of the state, and for purposes of political expediency. The California land laws are simply political war cries.

"My advice regarding California is, first, to avoid excitement, and second, not to take too seriously the loud talk and attitude of the jingoes.

"The talk of war between Japan and the United States is futile and absurd. The mutual advantages of trade make war impossible. Imagine the difficulties in the path of a Japanese army in the event of an attempt to penetrate the interior of the United States. The difficulty would be as great for an American army to attempt the invasion of Japan. Differences must be considered in the spirit of concession. Neither social nor economic progress can ever be made without concessions.

"I hope that the relations between the two nations on either side of the Pacific, representing the highest development of Occidental and Oriental civilisation, will continue peaceful and that the peculiar conditions that brought the two nations together 50 years ago will continue a long and lasting friendship."

In reply to Senator Burton, Baron Sakatani said:

**Message Of Baron Sakatani**

"It is a great privilege for us to have with us today the Hon. Theodore E. Burton, former Senator from Ohio. Although he has been busy with many important national interests, he has always found time to assist in the promotion of international friendship. Among his various activities in this line may be mentioned his presidency of the American Peace Society and his membership on the Executive Committee of the Interparliamentary Union.

"Without any relaxation, Senator Burton has been steadily working to promote friendship and co-operation between America and Japan. This is a time of disturbance and misunderstanding in all countries which have intimate relations with the Orient. Senator Burton is cordially welcomed by us at such a period of great trouble. We believe his coming will be helpful in removing many of the misunderstandings which exist.

**Welcomes Korean Investigation**

"We are very glad to hear that Mr. Burton intends to visit China and Korea. We believe the message which he will take back to America, based, as we believe it will be, upon thorough investigation of facts, will help to solve some of the difficulties.

"As this is an occasion on which we may all be perfectly frank in expressing our views, I should like to say that one of the things which serve to irritate the Japanese mind is the frequent introduction into the California Legislature of anti-Japanese measures. It seems to the Japanese that the Gentlemen's Agreement is sufficient, because this agreement is taken seriously by the Japanese, and honestly kept as a covenant of international faith. If the Americans demand something more than this, it is most difficult for the Japanese to understand, even those who know most about America.

**Confiscation Is Cruelty**

"If America should take away the acquired rights of the Japanese who have taken up their residence in America, or of those who have been born in America, we may say it is cruelty. Morality and humanity will not permit such acts. Knowing that Senator Burton believes in a truthful exchange of views, I am stating these things somewhat abruptly, without taking time to explain all their bearings. I do so with the hope that it may be of service to the Senator in making up his conclusion as to the things which are necessary in order to establish on the most permanent foundations the truest friendship between our two countries.

"We Japanese desire that true understanding between the countries which can not be disturbed. We hope therefore that such problems as arise in California may ere long find a permanent solution. We trust also that a basis of co-operation in the Orient may be found which will be satisfactory and safe for all the nations concerned.

"With deep interest we shall follow the work of Senator Burton as he endeavors to hasten the unraveling of the various problems which press for solution in the Orient."


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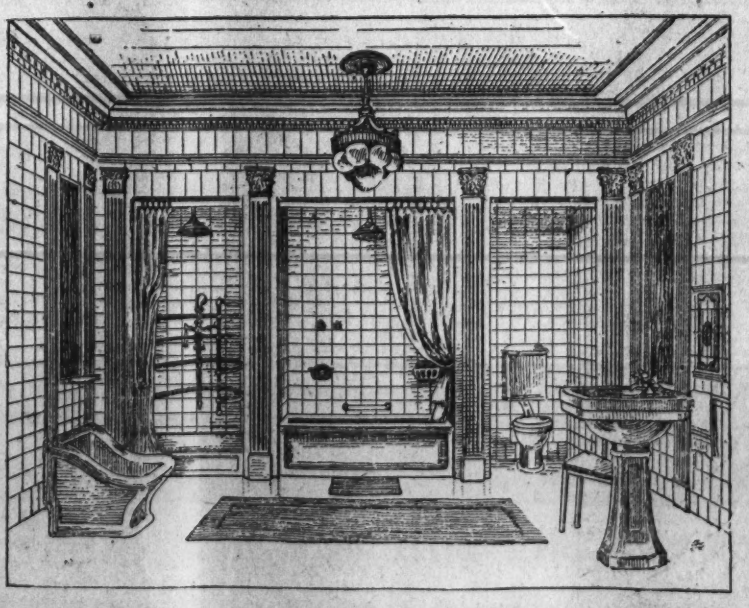

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## Today's Church Services

**Holy Trinity Cathedral.**—Seventeenth Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 10.30 a.m., Mattins; Hymns, 6, 338, 274; Preacher, The Dean. 3 p.m., Children's Service. 6 p.m., Evensong; Hymns, 261, 164, 24. Preacher, The Sub-Dean.

**St. Andrew's Church, Broadway.**—10:30 a.m. Mattins and Holy Communion; Preacher, The Dean. 6 p.m. Evensong; Preacher, The Dean.

**Union Church.**—11 a.m., Preacher, Rev. Evan Morgan; Chant 66; Anthem "He, Watching over Israel" (Mendelssohn); Hymns 130, 275, 484. 6 p.m., Preacher, Rev. A. P. Parker D.D.

**Shanghai Free Christian Church.**—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Mr. Gilbert McIntosh. Evening 6 p.m. by Mr. W. J. Embery.

**St. John's Pro-Cathedral, Jessfield.**—Evening Prayer in English at six o'clock. Preacher; The Rev. M. H. Throop, M.A.

**St. Joseph's Church.**—Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m. High Mass. Sermon in French. At 4 p.m. Bendiction of the Blessed Sacrement. Masses on week-days 6 and 7:30 a.m.

**Christian Science Society of Shanghai.**—Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Are Sin Disease, and Death Real?" Sunday School 10 a.m. Wednesday Evening Meeting 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Rd.

**Sunday Service League.**—Mr. Thomas Sammons, Consul-General for the United States, will speak this afternoon at 5 o'clock in the Y. M. C. A. Building.

**American Song Service.**—In the Banquet Hall, Palace Hotel (fifth floor), at 5 o'clock, Rev. Paul Hutchinson will speak. Mrs. Frank Rawlinson will sing. Violin solo by Mrs. Leon P. Kurt.

## Daniel Defoe Talks To The House Of Commons

"The House of Commons is not a place for fools; the great affairs of the State, the Welfare of the Kingdom, the publick Safety; the Religious Liberties, and Trade, the Wealth and Honor of the Nation, are not things to be debated by Green Heads: The saying we have that the House of Commons is a School for Statesmen, is an Error, in my opinion they should be all well Taught and thoroughly Learn'd in Matters of the highest Moment before they come there."

* * *

"'Twas a true Character given of us by the wisest Princess that ever govern'd us, Queen Elisabeth, that the English were harder to be governed in time of Peace than War."

—DANIEL DEFOE.

* * *

Daniel Defoe over 200 years ago suffered much for the plain things he said to Parliament. But as Parliament has not even now learned them all we recall some of them especially for the benefit of those absentee M.P.'s who are still drawing £400 a year from the State Funds without giving equivalent service, says Public Opinion. These sayings are all given in Defoe's own edition of his writings, published in 1703:

"You gentlemen of the House of Commons who are the Representatives of your Country, you are this great Collective Body in Miniature, you are an Abridgment of the many Volumes of the English Nation.

"To you they have trusted jointly with the King and the Lords, the Power of Making Laws, raising Taxes and Impeaching Criminals: But how? 'Tis in the Name of all the Commons of England, whose Representatives you are.

"All your Power is yours, as you are a Full and Free Representative. I nowhere attempt to prove what Powers you have not; possibly, the Extent of your Legal Authority you never fully understood, nor have you ever thought fit to Explain it. But this I may be bold to advance, That whatever Powers you have, or may have, you cannot Exercise but in the House of Commons of England, and you enjoy them as their Representative and for their Use.

"All this is said not to lessen your Authority; nor can it be the Interest of any English Freeholder to lessen the Authority of the Commons assembled in Parliament.

"You are the Conservators of our Liberties, the Expositors of our Laws, the Levyers of our Taxes, and the Redressors of our Grievances, the King's best Counsellors and the People's last Refuge.

"But if you Dissolved, for you are not Immortal; or if you are Deceived, for you are not Infallible; 'twas never yet supposed, till very lately, that all Power dies with you.

"You may Die, but the People remain; you may be Dissolved, and all immediate Right may cease; Power may have its Intervals and Crowns their Interregnum; but Original Power endures to the same Eternity the World endures to. And while there is People, there may be a Legal Authority Delegated, though all Succession of Substituted Power were at an End."

"The Defence of the Rights of the Representative Body of the People, understood by the Name of Commons of England in Parliament, is a great Point; and so plain are their Rights, that 'tis no extraordinary Task to defend them. But for any Man to advance that they are so August an Assembly that no Objection ought to be made to their Actions, nor no Reflection upon their Conduct, though the fact be true; and that it is not to be examin'd whether the Thing said be true, but what Authority the Person speaking has to say it, is a Doctrine wholly new, and seems to me to be a Badge of more Slavery to our own Representative, than ever the People of England owes them, or than ever they themselves expected."

"The Good of the People Governed is the End of all Government and the Reason and Original of governors; and upon this Foundation it is that it has been the Practice of all Nations, and of this in particular, That if the mal-administration of Governors have extended to Tyranny and Oppression, to Destruction of Right and Justice, overthrowing the Constitution and abusing the People, the People have thought it Lawful to Reassume the Right of Government in their own hands, and to reduce their Governors to Reason.

. . . *Kings when they descend to Tyranny*
*Dissolve the Bond and leave the Subject free.*

"In the Universal Right of the People consists our general Safety. For notwithstanding all the Beauty of our Constitution and the exact symmetry of its Parts, about which some have been so very Elegant, this noble, well-contrived System has been overwhelmed; the Government has been Invested, the People's Liberties have been trampled on, and Parliaments have been rendered useless and insignificant: And what has restored us? The last resort has been to the People; *vox Dei* has been found there, not in the Representatives, but in their original the Represented.

"And what has been the Engine that has led the Nation to it? The Reason and Nature of the Thing. Reason governs Men when they are Masters of their Senses, as naturally as Fire flies upwards or Water descends.

"For what is it that King, Lords and Commons assemble? 'Tis to Reason together concerning the weighty matters of State, and to Act and Do for the Good of the People what shall be agreeable to Reason and Justice."

"To say, it cannot be suppos'd the House of Commons can ever betray their Trust, is a compliment: No Man is bound to make them, *Humanum est Errare.* We have seen Parliaments Err and do what succeeding Parliaments have thought fit to undoe. And as that which has been may be, so that may be which never has been before.

"We have seen Parliaments comply with Kings to the Ruine of the Nation; and we have seen Parliaments Quarel with Kings, to the Overturning of the Constitution, Dissolving the House of Lords, and Suppressing the Monarchy.

"We have seen a Parliament confirm Henry the Seventh, who really had no Right at all by Succession and Rescind all the precedent Parliament had done.

"Afterwards in Matters of Religion King Henry the Eighth made a Popish Parliament pull down the Supremacy of Rome and set up the King's; and afterwards suppress all the Religious Houses in the Nation. His Son pulled up Popery by the Roots, and planted the Reformation, still the Parliament complied.

"Queen Mary Re-established Popery and unravelled both the Reformation of King Edward and all the Acts of Church and State re-

(Continued on Page 15)

## President Wilson's Appeal For Ratification Of The Peace Treaty

*FOLLOWING we give some of the interesting incidents of the beginning of President Wilson's tour of the United States and also two of his speeches. They are of special interest today in view of the fact that the vote on the Treaty of Peace and the League of Nations Covenant is about to take place in the United States Senate. There is a further interest in them derived from the news despatches telling of the break in the President's health just when he was completing one of the most wonderful fights ever made by a great statesman, against heavy odds, in behalf of fundamental principles and high ideals. We read in The New York Times:*

The first indication that the President might be heckled about the treaty came at the conclusion of the meeting at Columbus, Ohio, when a Chinaman in the gallery jumped to his feet as President Wilson was about to leave the stage, and cupping his hands before his mouth, shouted:

"Mr. President, how about Shantung?"

The President said later that he did not know of the question until he was told by others. The question, it was said, was asked by a member of the Chinese Students' Alliance, which is meeting in Columbus.

Again at Urbana, Ohio, where the President stepped to the platform of his car to greet the crowd that came to cheer him, the Shantung question was raised. To the questioner the President replied that Japan could not act until three months after peace was proclaimed. He was certain, he said, that Japan would then make good her promises, and added that to his mind the criticism of Japan was not justified.

**The President Confident**

As the President turned back into his car a man in the crowd, referring to the Senators, shouted: "I think you will lick them."

"Their case is so weak that that will not be hard," replied the President.

These incidents were typical of those along the route, where crowds gathered to greet the President at every stop made by the special train. At Dennison, Ohio, just before the train arrived at Columbus, an elderly man stepped forward.

"Mr. President," he said, "I sent two boys to Europe and they were killed. I've got another at home, and I'm depending on you to make things so that I won't lose him."

As the train pulled out, another man in the crowd called out: "We'll give you back in 1920 what they took away from you!" He referred to a majority in the Senate, and the President called out his approval. Some in the crowd thought that the President was approving a third-term boom for himself, and cheered him.

One conclusion that may fairly be drawn from the events of the first day of the tour is that the majority of the men and women in the audiences addressed by President Wilson have no very definite conception of what the treaty means or the principles upon which it was built.

Statements were heard in many quarters that the minds of the people were confused as a result of the mass of statements on the subject, and the President, quickly observing this fact, asked his audiences to obtain copies of the treaty and read it carefully before accepting as truths the denunciations of the opponents of the agreement.

Signs are not lacking that the treaty has been made a football of politics in some sections, and that the result has been to confuse the public. That such a situation could exist, the President said, was deplorable. He took occasion to emphasise the point that he was going before the country in advocacy of the treaty only as an American who believed that early ratification was for the glory of the United States and the benefit of the whole world.

**Intends A Real Fight**

Today's events have made it certain that it is to be a showdown fight by the President. In his Columbus speech he asserted that there was in his mind no doubt that the treaty would be accepted.

"I have never," he said, "entertained a moment's doubt of that, and the only thing I have been impatient of has been the delay. Do you realise, my fellow-citizens, that the whole world is waiting on America? The only country in the whole world that is trusted at this moment is the United States, and they are waiting to see whether their trust is justified. That has been the ground of my impatience. I knew their trust was justified, but I begrudged the time that certain gentlemen wish to take in telling them so.

"We shall tell them so in a voice as authentic as any voice in history, and in the years to come men will be glad to remember that they had some part in the great struggle which brought this incomparable consummation of the hopes of mankind."

It is with this feeling of conviction that the nation will back him, once he has the opportunity to explain the principles that actuated his work in Paris, that the President is starting on his campaign of education.

There was not lacking a sharp note in his references to the activities of some Senators, although he avoided the use of names. He indicated that in his view they did not know of what they talked; that they either had not read the treaty or had failed to comprehend the great principles involved.

**Enemies Of The Treaty**

He asked the people to accept the words of the men who had done the actual work of framing the treaty, instead of the denunciatory statements of enemies of the treaty. He asked them not to permit other problems, such as the high living costs, to overshadow their interest in the document which was to have such far reaching effect on the future of the world, but to study it and to accept his word that the interpretation which he placed before them was true.

There was one feature of the President's Columbus address which never failed to win applause, and that was his expressions of faith that the League of Nations was the one thing that would remove the danger of future wars.

The Presidential party had been escorted to the hall by a battalion of infantry and the soldiers lined up before the hall for review. Referring to this, the President made one of his most striking points.

"As I came through that line of youngsters in khaki, a few minutes ago," he said, "I felt that I could salute them because I had done the job in the way I had promised them I would do it, and when this treaty is accepted, men in khaki will not have to cross the seas again. That is the reason I believe in it."

The audience showed its approval, and this applause was repeated each time that the President referred to the effort to avert wars.

After the President's train left Urbana Mr. Wilson went into the club car and chatted for an hour with the newspaper correspondents. He discussed details of the trip and of the treaty, and told many stories of humorous incidents connected with previous speaking tours and with the Paris peace negotiations.

The President said that he was well pleased with his reception in Columbus, and made clear his intention as the trip goes on to follow out his plan of taking up details of the treaty one after another and laying them before the people. He indicated that he believed the best argument for the treaty was to explain in clear language just what it contained.

When the train stopped for a few minutes at Dennison, Ohio, during the forenoon a man in the crowd told the President that Dennison had voted against him in the last Presidential election, but would be for him in 1920.

"Oh, no," replied the President, laughing and shrugging his shoulders.

**The Columbus Address**

In his address at Columbus President Wilson said:

Mr. Chairman, Governor Campbell, and My Fellow Citizens. It is with very profound pleasure that I find myself face to face with you. I have for a long time chafed at the confinement of Washington. I have for a long time wished to fulfill the purpose with which my heart was full when I returned to our beloved country, namely, to go out and report to my fellow-countrymen concerning those affairs of the world which now need to be settled.

The only people I owe any report to are you and the other citizens of the United States, and it has become increasingly necessary, apparently, that I should report to you. After all the various angles at which you have heard the treaty held up perhaps you would like to know what is in the treaty. I find it very difficult in reading some of the speeches that I have read to form any conception of that great document.

It is a document unique in the history of the world for many reasons, and I think I cannot do you a better service or the peace of the world a better service than by pointing out to you just what this treaty contains and what it looks to do.

**Treaty Punishes A Great Wrong**

In the first place, my fellow-countrymen, it seeks to punish one of the greatest wrongs ever done in history, the wrong which Germany sought to do to the world and to civilisation, and there ought to be no weak purpose with regard to the application of the punishment. She attempted an intolerable thing, and she must be made to pay for the attempt.

The terms of the treaty are severe, but they are not unjust. I can testify that the men associated with me at the Peace Conference in Paris had it in their hearts to do justice and not wrong, but they knew perhaps with a more vivid sense of what had happened than we could possibly know on this side of the water, the many solemn covenants which Germany had disregarded, the long preparation she had made to overwhelm her neighbors, the utter disregard which she had shown for human rights, for the rights of women and children and those who were helpless.

They had seen their lands devastated by an enemy that devoted itself not only to the effort of victory, but to the effort of terror, seeking to terrify the people whom they fought, and I wish to testify that they exercised restraint in the terms of this treaty. They did not wish to overwhelm any great nation, and they had no purpose in overwhelming the German people, but they did think that it ought to be burned into the consciousness of men forever that no people ought to permit its government to do what the German Government did.

In the last analysis, my fellow-countrymen, as we in America would be the first to claim, a people are responsible for the acts of their Government; if their Government purposes things that are wrong, they ought to take measures and see to it that that purpose is not executed.

Germany was self-governed. Her rulers had not concealed the purposes that they had in mind, but they had deceived their people as to the character of the method they were going to use, and I believe from what I can learn that there is an awakened consciousness in Germany itself of the deep iniquity of the thing that was attempted.

When the Austrian delegates came before the Peace Conference they in so many words, spoke of the origination of the war as a crime, and admitted in our presence that it was a thing intolerable to contemplate. They knew in their hearts that it had done them the deepest conceivable wrong; that it had put their people and the people of Germany at the judgment seat of mankind, and throughout this treaty every term that was applied to Germany was meant not to humiliate Germany, but to rectify the wrong that she had done.

And if you will look even into the severe terms of reparation, for there was no indemnity—no indemnity of any sort was claimed—merely reparation, merely paying for the destruction done, merely making good the losses, so far as the losses could be made good, which she had unjustly inflicted not upon the Governments (for the reparation is not to go to the Governments), but upon the people whose rights she had trodden upon, with absolute absence of everything that even resembled pity.

There is no indemnity in this treaty, but there is reparation, and even in the terms of reparation a method is devised by which the reparation shall be adjusted to Germany's ability to pay it.

**Aims to Prevent Any Similar War**

I am astonished at some of the statements I see made about this treaty, and the truth is that they are made by persons who have not read the treaty or who, if they have read it, have not comprehended its meaning.

There is a method of adjustment in the treaty by which the reparation shall not be pressed beyond the point which Germany can pay, but she will be pressed to the utmost point that she can pay, which is just, what is righteous. It would be intolerable if there had been anything else, for, my fellow-citizens, this treaty is not meant merely to end this single war; it is meant as a notice to every Government who in the future will attempt this thing that mankind will unite to inflict the same punishment.

There is no national triumph sought to be recorded in this treaty. There is no glory sought for any particular nation. The thought of the statesmen collected around that table was of their people, of the sufferings that they had gone through, of the losses they had incurred, that great throbbing heart which was so depressed, so forlorn, so sad in every memory that it had had of the five tragical years, my fellow-countrymen. Let us never forget the purpose, the high purpose, the disinterested purpose, with which America lent its strength, not for its own glory, but for the advance of mankind.

And, as I said, this treaty was not intended merely to end this war; it was intended to prevent any similar war.

I wonder if some of the opponents of the League of Nations have forgotten the promises we made our people before we went to that peace table. We had taken by processes of law the flower of our youth from every countryside, from every household, and we told those mothers and fathers and sisters and wives and sweethearts that we were taking those men to fight a war which would end business of that sort, and if we do not end it, if we do not do the best that human concert of action can do to end it, we are of all men the most unfaithful—the most unfaithful to the loving hearts who suffered in this war, the most unfaithful to those households bowed in grief, yet lifted with the feeling that the lad laid down his life for a great thing—among other things in order that other lads might not have to do the same thing.

That is what the League of Nations is for, to end this war justly, and it is not merely to serve notice on Governments which would contemplate the same thing which the American principle and I was glad to fight for it, and when strategic considerations were urged I said (not I alone, but it was a matter of common council) that strategic conditions were not in our thoughts; that we were not now arranging for future wars, but were giving people what belonged to them.

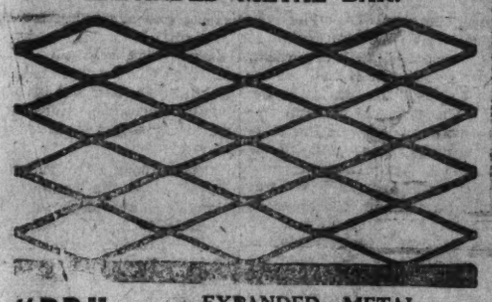
**The Adriatic Differences**

My fellow-citizens, I do not think there is any man alive who has a

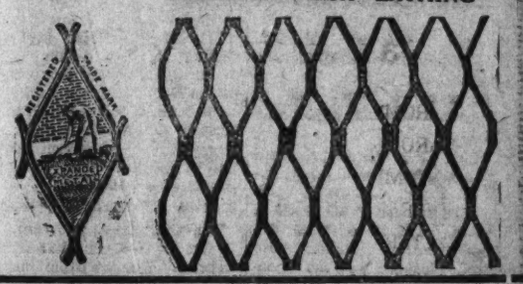
(Continued On Page 10)


INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



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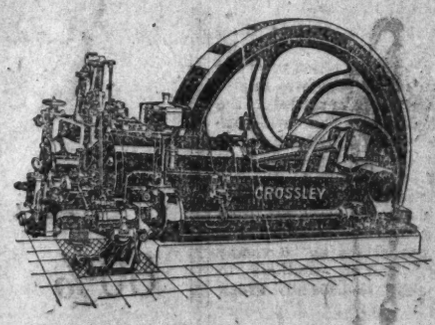


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## Musical Matters

By Ronald B. Hurry, Mus.B.

*Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of* THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The Russian Company that is to open a big run of opera at the Lyceum Theater this week, is to be the largest of its kind that has yet visited Shanghai. Great interest is attached to the productions by reason also of the large repertory and the quality of the artists announced.

Of the four operas to be given this week first in importance is, perhaps, Verdi's "Aida." The opera was commissioned by the Viceroy of Egypt for the opening of the opera house at Cairo. After its production there in 1871 it was produced the next year at Milan, and in 1876 at Covent Garden. "Aida" is Verdi's latest opera to win public favor on the enormous scale that his other works have enjoyed throughout Europe. With the later "Othello," the composer seems never to have been satisfied, nor even to have added the finishing touches. Of music later than "Aida" there is only "Othello" and the "Messa di Requiem." "Aida," and the Requiem together mark the full development of Verdi's powers.

Unlike Verdi, Gounod's fame rests principally upon the one opera, "Faust"; and Bizet's "Carmen" is his solitary masterpiece. Orchestral suites and overtures of Bizet are still played, but his career as a successful opera composer began and ended with "Carmen." His other works in this *genre* were either insignificant or unsuccessful Much was expected of the composer of "Carmen," but he died suddenly only four months after the production of that work at the Opera Comique in 1875. The orchestral score of "Carmen" is full of finely calculated instrumental effects achieved with the utmost simplicity and economy of means; a model to student and composer in this respect.

At least three of the four operas therefore represent the highest achievements of their respective composers. Naturally with a company of Russian artists, the great events of their season will be the performances of their own national works, by Moussorgski and Tchaikovski. The prices of admission are high, but unless those charged for an ordinary concert or play are to be regarded as exorbitant, it is difficult to see how anyone can cavil at the present increase, having regard to the number of artists employed (eight-two are announced) and the consequent greatly increased expense to the company. By advertisements, the usual prices only are to be charged at the matinee performances on Saturdays and Sundays.

I have received from the offices of the Techniquer, Oxford Street, London, Mr. Pitcher's little booklet on "Hand Development," and also the apparatus known as the "Techniquer," for acquiring muscular development away from the instrument. It was found long ago that the muscles required in the technique of a stringed or keyboard instrument, can be best exercised apart from actual plying. Technique of course is acquired at the instrument itself; but the highly specialised muscular conditions necessary, are presupposed. Mr. Pitcher quotes Von Bulow, "Flexibility gained by the practise of monotonous five-finger exercises is acquired at a loss to musical intelligence—the player becomes a machine." Such systems as those of Mr. Pitcher and the well-known Mr. Macdonald-Smith are based upon the full contraction and extension of the playing muscles. The truth seems to be that although musical instruments must be constantly practised and experimented upon for technical and musical purposes they are not in themselves to be used to develop muscles. On the other hand, Schumann irreparably injured his ring finger by the injudicious use of an apparatus of his own. Mr. Pitcher claims that not one in five-hundred hands is normally fitted to play, and the object of the "Techniquer" is to adapt the hand to the special needs of an instrument.

Obviously, no muscular nor even technical development produces by itself musical results. The purpose of any such system is to supply the musician with additional equipment for the realising of his musical intentions. The actual muscular movements at an instrument are limited in extent. These partial and incomplete movements bear the same relation to the full muscular contraction and extension as the meager breathing of the sedentary worker bears to the deep breaths of the athlete or the virtuoso singer. The "Techniquer" is very simple. It is being used by violinists, cellists, pianists and organists whose names stand at the head of their respective branches of the art.

From personal experiment it is found that a few minutes with the apparatus give the feeling of muscular freedom and flexibility usually associated with one or two hours strenuous practising.


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## Daniel Defoe Talks To The House Of Commons

(Continued from Page 14)

lating to her Mother's Divorce, and still the Parliament consented.

"One Parliament voted Queen Mary Legitimate and Queen Elizabeth a Bastard; another Parliament Legitimated Queen Elizabeth and Repudiated Queen Mary. Queen Elizabeth undid all her Sister had done and suppress'd all the proceedings of Popery; and all was by authority of Parliament.

"So that this Parliamentary Branch of Power is no more Infallible than the Kingly."

"Can the People's Good be the main and only End of Government and the People's Power be the last Resort when Government is Overwhelmed by the Errors of Governors? And have these People no Rights, nor so much as to be sensible of the Ruine of their Liberties, till it is absolutely compleated? 'Twould be ridiculous. . . .

"'Tis possible for even a House of Commons to be in the Wrong. 'Tis possible for a House of Commons to be misled by Factions and Parties. 'Tis possible for them to be Bribed by Pensions and Places and by either of these extreams to betray their Trust, and abuse the People who entrust them: And if the People should have no Redress in such a Case, then would the Nation be in the hazard of being ruined by their own Representatives. And 'tis a wonder to find it asserted in a certain Treatise, That it is not to be supposed that ever the House of Commons can Injure the People who intrust them. There can be no better way to demonstrate the possibility of a Thing than by proving that it has been already. . . . . .

"And why even to this day are Gentlemen so fond of spending their Estates to sit in that House that Ten thousand Pounds have been spent at a time to be Chosen, and now that way of procuring elections is at an end private Briberies and clandestine contrivances are made to get into the House. No man would give a Groat to sit where he cannot get a Groat honestly for sitting; unless there were either Parties to gratify, Profits to be made or Interest to support.

"If, then, these things are possible, it seems to me not so improper for the People, who are the Original and End of the Constitution, and have the main concern in it, to be very solicitous, that the due Ballance of Power be preserv'd; and decently; and according to the Law, always to show their Dislike and Resentment at any publick encroachment which either Branch of the Constitution shall make on each other, or on the whole, be it by their own Representatives, or anywhere else."

. . . . . "We hope it shall be justified, that we have ventur'd to lay open the Villanous practices of Some People to corrupt and procure Elections in order to get Members into the ensuing Parliament who shall serve a Turn and a Party without considering whether they are Men qualified for the other great Affairs which are to be consider'd there, and which his Majesty has assur'd us are of the highest Importance to the Kingdom.

"Nothing can preserve us at home, nor enable us to Assist and Defend the Protestant Religion abroad, nothing can render us formidable to our Neighbours, make our Arms terrible, and our Alliance be coveted in Europe and maintain the Reputation of our Nation; but Union among our Selves.

"But above all, let us be careful that we are not bought and sold, stock-job'd into Ruin; that our Liberties and Armies and Fleets and Parliaments and Nation, are not Lump'd into Bargains; and banded about at the Coffee-houses. . . . .

"As there is more meant by this than is express'd, so there is more Mischief hid under the Practice than I can describe. . . .

"For this seems to be a plain Consequence; That he who makes use of any Clandestine Methods to get into the House of Commons, must have some Clandestine Design to carry on when he is there."

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## Youth

*(From Harper's Monthly)*

Who passes by this way? I see the grasses
Still quiver and the laurel branches sway,
Swift and sure-footed, whosoever passes,
For where the wild rose spreads her tangled masses,
Not one pink petal falls! Who passed this way?

Our secret path, that leads down to the river—
Down through the fields, down from the sun-swept hills—
Sacred and sealed to our two hearts forever!
At whose fleet footsteps do its grasses quiver?
Whose light touch in its laurel branches thrills?

Trespass who dares amongst our blossoming closes,
Winding our ways, shade-hidden to the shore?
What cruel chance to alien eyes exposes
Our dear, adventurous road beneath the rose?
Oh, child, all ages passed this way before.

CAROLINE DUER.

### Captives

*(From American Poetry Magazine)*

Night holds you captive, Moon and Stars,
Chained in her towered sky.
Are you not sick of it, crowded there,
Watching the years draw by?
Life holds me captive, Moon and Stars,
Captive with every breath.
But I have a lover will set me free;
Know you my lover—Death?

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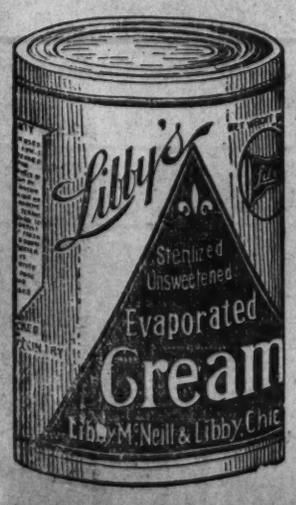
*You wouldn't think of drinking unboiled water; Are you as careful about the milk you drink?*

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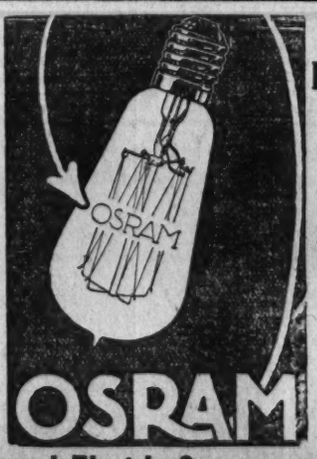


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# President Wilson's Appeal For Ratification Of The Peace Treaty

(Continued from Page 14)

more tender sympathy for the great people of Italy than I have, and a very stern duty was presented to us when we had to consider some of the claims of Italy on the Adriatic, because strategically, from the point of view of future war, Italy needed a military foothold on the other side of the Adriatic, but her people did not live there except in little spots. It was a Slavic people, and I had to say to my Italian friends that everywhere else in this treaty we have given territory to the people who lived on it, and I do not think that it is for the advantage of Italy, and I am sure it is not for the advantage of the world, to give Italy territory where other people live.

I felt the force of the argument for what they wanted, and it was the old argument that had always prevailed, namely, that they needed it from a military point of view, and I have no doubt that if there is no League of Nations they will need it from a military point of view. But if there is a League of Nations they will not need it from a military point of view. If there is no League of Nations the military point of view will prevail in every instance and peace will be brought into contempt, but if there is a League of Nations Italy need not fear the fact that the shores on the other side of the Adriatic lower above her sandy shores on her side of the sea because there will be no threatening guns there, and the nations of the world will have considered not merely to see that the Slavic peoples have their rights but that the Italian people have their rights as well. I would rather have everybody on my side than be armed to the teeth; and every settlement that is right, every settlement that is based upon the principles I have alluded to, is a safe settlement because the sympathy of mankind will be behind it.

Some gentlemen have feared with regard to the League of Nations that we will be obliged to do things we don't want to do. If the treaty were wrong, that might be so; but if the treaty is right, we will wish to preserve right. I think I know the heart of this great people, whom I for the time being have the high honor to represent, better than some other men that I hear talk.

I have been bred and am proud to have been bred in the old Revolutionary stock which set this Government up when America was set up as a friend of mankind, and I know, if they do not, that America has never lost that vision or that purpose.

But I haven't the slightest fear that arms will be necessary if the purpose is there. If I know that my adversary is armed and I am not, I do not press the controversy; and if any nation entertains selfish purposes, set against the principles established in this treaty, and is told by the rest of the world that it must withdraw its claims, it will not press them.

The heart of this treaty, then, my fellow-citizens, is not even that it punishes Germany—that is a temporary thing—it is that it rectifies the age-long wrong which characterised the history of Europe.

There were some of us who wished that the scope of the treaty would reach some other age-long wrong. It was a big job, and I don't say that we wished that it were bigger; but there were other wrongs elsewhere than in Europe and of the same kind, which no doubt ought to be righted, and some day will be righted, but which we could not draw into the treaty because we could deal only with the countries whom the war had engulfed and affected. But, so far as the scope of our treaty went, we rectified the wrongs which have been the fertile source of war in Europe.

**How Revolutions Are Bred**

Have you ever reflected, my fellow countrymen, on the real source of revolutions? Men don't start revolutions in a sudden passion. Do you remember what Thomas Carlyle said about the French Revolution? He was speaking of the so-called Hundred Days Terror which reigned, not only in Paris, but throughout France, in the days of the French Revolution; and he reminded his readers that back of that Hundred Days of Terror lay several hundred years of agony and of wrong. The French people had been deeply and consistently wronged by their Government; robbed; their human rights disregarded, and the slow agony of those hundreds of years had after a while gathered into a hot agony that could not be suppressed.

Revolutions don't spring up over night; revolutions gather through the ages; revolutions come from the long suppression of the human spirit; revolutions come because men know that they have rights and that they are disregarded.

And when we think of the future of the world in connection with this treaty, we must remember that one of the chief efforts of those who made this treaty was to remove that anger from the heart of great peoples—great peoples who had always been suppressed and always been used, who had always been the tools in the hands of governments—generally of alien governments—not their own. And the makers of the treaty knew that if these wrongs were not removed, there could be no peace in the world, because, after all, my fellow citizens, war comes from the seed of wrong, and not from the seed of right. This treaty is an attempt to right the history of Europe, and in my humble judgment it is a measurable success.

I say "measurable," my fellow citizens, because you will realise the difficulty of this. Here are two neighboring peoples. The one people have not stopped at a sharp line, and the settlements of the other people, or their migrations, begun at that sharp line; they have intermingled. There are regions where you can't draw a national line and say there are Slavs on this side and Italians on that; there is this people there and that people there. It can't be done. You have to approximate the line. You have to come to it, as near to it as you can, and then trust to the process of history to redistribute, it may be the people who are on the wrong side of the line. And there are many such lines drawn in this treaty and to be drawn in the Austrian treaty, and where, perhaps, there are more lines of that sort than in the German treaty.

**Racial Tangle in Silesia.**

When we came to draw the line between the Polish people and the German people (not the line between Germany and Poland—there wasn't any Poland, strictly speaking) there were districts like the upper part of Silesia, or rather the eastern part of Silesia, which is called "Upper Silesia" because it is mountainous and the other part is not. High Silesia is chiefly Polish, and when we came to draw a line to represent Poland it was necessary to include High Silesia if we were really going to play fair and make Poland up of the Polish people wherever we found them in sufficiently close neighborhood to one another.

But it wasn't perfectly clear that Upper or High Silesia wanted to be part of Poland. At any rate, there were Germans in High Silesia who said that it did not, and therefore, we did there what we did in many other places—we said, "Very well, then, we will let the people that live there decide."

We will have a referendum within a certain length of time after the war under the supervision of an international commission which will have a sufficient armed force behind it to preserve order and see that nobody interferes with the elections. We will have an absolutely free vote, and High Silesia shall go either to Germany or to Poland, as the people in High Silesia prefer.

And that illustrates many other cases where we provided for a referendum, or a plebiscite, as they choose to call it; and are going to leave it to the people themselves, as we should have done, what Government they shall live under.

It is none of my prerogatives to allot peoples to this Government and the other. It is nobody's right to do that allotting except the people themselves, and I want to testify that this treaty is shot through with the American principle of the choice of the governed.

Of course, at times it went farther than we could make a practical policy of, because various peoples were keen upon getting back portions of their populations which were separated from them by many miles of territory, and we could not spot over with little pieces of separated States.

I even had to remind my Italian colleagues that if they were going to claim every place where there was a large Italian population we would have to cede New York to them, because there are more Italians in New York than in any Italian city.

But I believe—I hope—that the Italians in New York City are as glad to stay there as we are to have them. I would not have you suppose that I am intimating that my Italian colleagues entered any claim for New York City.

We, of all peoples in the world, my fellow citizens, ought to be able to understand the questions of this treaty and without anybody explaining them to us; for we are made up out of all the peoples of the world. I dare say that in this audience there are representatives of practically all the peoples dealt with in this treaty.

You don't have to have me explain national ambitions to you, national aspirations. You have been brought up to them; you learned of them since you were children, and it is those national aspirations which we sought to realise, to give an outlet to, in this great treaty.

**A "Magna Charta" of Labor**

But we do much more than that. This treaty contains, among other things, a magna charta of labor—a thing unheard of until this interesting year of grace. There is a whole section of the treaty devoted to arrangements by which the interests of those who labor with their hands all over the world, whether they be men or women or children, are all of them to be safeguarded. And next month there is to meet the first assembly under this section of the League—and let me tell you it will meet, whether the treaty is ratified by that time or not.

There is to meet an assembly which represents the interests of laboring men throughout the world, not their political interests. There is nothing political about it. It is the interests of men concerning the conditions of their labor, concerning the character of labor which women shall engage in, the character of labor which children shall be permitted to engage in; the hours of labor, and, incidentally, of course, the remuneration of labor. The labor shall be remunerated in proportion, of course, to the maintenance of the standard of living which is proper, for the man who is expected to give his whole brain and intelligence and energy to a particular task.

I hear very little said about this magna charta of labor which is embodied in this. It forecasts the day which ought to have come long ago, when statesmen will realise that no nation is fortunate which is not happy, and that no nation can be happy whose people are not contented—contented in their industry, contented in their lives, and fortunate in the circumstances of their lives.

If I were to state what seems to me to be the central idea of this treaty it would be this: It is almost a discovery in international conventions—"that nations do not consist of their Government, but consist of their people."

That is a rudimentary idea; it seems to us to go without saying to us in America; but, my fellow-citizens, it was never the leading idea in any other international congress that I ever heard of, that is to say international congress made up of the representatives of government.

They were always thinking of national policy, of national advantages, of the rivalries of trade, of the advantages of territorial conquest.

**Not One Act Of Annexation**

There is nothing of that in the treaty. You will notice that even the territories which are taken away from Germany, like her colonies, are not given to anybody. There isn't a single act of annexation in this treaty. But territories inhabited by people not yet able to govern themselves, either because of economic or other circumstances or the stage of their development, are put under the care of powers who are to accept as trustees—trustees responsible in the forum of the world, at the bar of the League of Nations, and the terms upon which they are to exercise their trusteeship are outlined. They are not to use those people by way of profit and to fight their wars for them; they are not to permit any form of slavery among them or of enforced labor. They are to see to it that there are humane conditions of labor with regard not only to the women and children, but the men, too. They are to establish no fortifications; they are to regulate the liquor and opium traffic; they are to see to it, in other words, that the lives of the people whose care they assume—not sovereignty over whom they assume, but whose care they assume—are kept clean and safe and holy.

There again the principle of the treaty comes out, that the object of the arrangement is the welfare of the people who live there and not the advantages of the Government.

It goes beyond that, and it seeks to gather under the common supervision of the League of Nations the various instrumentalities by which the world has been trying to check the evils that were in some places debasing men, like the opium traffic, like the traffic—for it was a traffic—in men, women, and children; like the traffic in other dangerous drugs; like the traffic in arms among uncivilised peoples, who could use arms only for their detriment; for sanitation; for the work of the Red Cross.

Why, those clauses, my fellow-citizens, draw the hearts of the world into the League; draw the noble impulses of the world together and make a poem of them.

**To Make High Passions Control**

I used to be told that this was an age in which mind was monarch, and my comment was that if that were true then mind was one of those modern monarchs that reign and do not govern; but as a matter of fact we were governed by a great representative assembly, made up of the human passions, and that the best we could manage was that the high and fine passions should be in a majority, so that they could control the face of passion, so that they could check the things that were wrong, and this treaty seeks something like that.

In drawing the humane endeavors together, it makes a mirror of the fine passions of the world, of its philanthropic passions, and of its passion of pity, of this passion of human sympathy, of this passion of human friendliness and helpfulness, for there is such a passion. It is the passion that has lifted us along the slow road of civilisation; it is the passion that has made ordered government possible; it is the passion that has made justice and established the thing in some happy part of the world.

That is the treaty. Did you ever hear of it before? Did you ever know before what was in this treaty? Did anybody before ever tell you what the treaty was intended to do?

I beg, my fellow-citizens, that you and the rest of these Americans with whom we are happy to be associated all over this broad land will read the treaty for themselves, or (if they won't take time to do that, for it is a technical document that is hard to read) that they will accept the interperation of those who made it and

(Continued on Page 17)


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# President Wilson's Appeal For Ratification Of The Peace Treaty

(Continued from Page 16)

know what the intentions were in the making of it.

I hear a great deal, my fellow-citizens, about the selfishness and the selfish ambitions of other Governments, but I would not be doing justice to the gifted men with whom I was associated on the other side of the water if I didn't testify that the purposes that I have outlined were their purposes.

We differed as to the method, very often; we had discussions as to the details, but we never had any serious discussion as to the principle. And while we all acknowledge that the principles might, perhaps, in detail have been better, really we are all back of those principles.

There is a concert of mind and of purpose and of policy in the world that was never in existence before. I am not saying that by way of credit to myself or to those colleagues to whom I have alluded, because what happened to us was that we got messages from our people; we were there under instructions, whether they were written down or not, and we didn't dare come home without fulfilling those instructions.

If I could not have brought back the kind of treaty I brought back I never would have come back, because I would have been an unfaithful servant and you would have had the right to condemn me in any way that you chose to use. So that I testify that this is not only an American treaty, but it is a treaty that expresses the heart of the peoples of the great peoples who were associated together in the war against Germany.

**Stand By America's Purposes**

I said at the opening of this informal address, my fellow-citizens, that I had come to make a report to you. I want to add to that a little bit. I have not come to debate the treaty. It speaks for itself if you will let it. The arguments directed against it are directed against it with a radical misunderstanding of the instrument itself. Therefore, I am not going anywhere to debate the treaty. I am going to expound it and I am going, right here now today, to urge you, in every vocal method that you can use, to assert the spirit of the American people in support of it. Don't let them pull it down. Don't let them misrepresent it. Don't let them lead this nation away from the high purposes with which this war was inaugurated and fought.

As I came through that line of youngsters in khaki a few minutes ago I felt that I could salute it because I had done the job in the way I promised them I would do it, and when the treaty is accepted men in khaki will not have to cross the seas again.

That is the reason I believe in it. I say "when it is accepted," for it will be accepted. I have never entertained a moment's doubt of that, and the only thing I have been impatient of has been the delay. It is not a dangerous delay, except for the temper of the peoples scattered throughout the world who are waiting.

Do you realise, my fellow-citizens, that the whole world is waiting on America? The only country in the world that is trusted at this moment is the United States, and they are waiting to see whether their trust is justified or not.

That has been the ground of my impatience. I knew their trust was justified, but I begrudge the time that certain gentlemen oblige us to take in telling them so. We shall tell them so in a voice as authentic as any voice in history, and in the years to come men will be glad to remember that they had some part in the great struggle which brought this incomparable consummation of the hopes of mankind.

**Sharp Challenge To Foes**

Indianapolis, Ind., September 4.—Two vigorous speeches in exposition and defence of the treaty of peace marked the first day of President Wilson's campaign tour in behalf of ratification of the document.

His address here tonight, following one at noon at Columbus, Ohio, was especially emphatic in language and appeal, and the 10,000 or more persons who crowded the coliseum of the State Fair Grounds cheered his utterances.

The President said that his speaking trip was partly to point out how "absolutely ignorant" of the contents of the covenant were some of those who opposed the League.

"If they read the English language at all," he said, "they do not understand it as I do."

Calling on the opponents of the League of Nations to present a "better program" for peace, President Wilson declared that it was a case of "put up or shut up."

The President said he wanted to forget and wanted the people to forget that they were Republicans or Democrats.

"I am an American," he declared, "and a champion of the rights which America believes in."

At this the crowd cheered and there was another outburst of cheering when he declared he had "not the slightest doubt" what the verdict of the people would be.

**Makes War 'Violently Improbable'**

President Wilson told the crowd that no one believed the League of Nations would make all wars impossible, but he expected it to make war "violently improbable."

The economic and arbitration sections of the covenant, he asserted, would "keep war on the outskirts" and make it only a "last resort."

Opponents of the League of Nations, said the President, had discussed only three out of twenty-six articles of the covenant. The articles that would make war improbable had been overlooked.

Referring to the economic sections, Mr. Wilson said that if he did wrong he would rather be shot than be stood up for the judgment of mankind.

Explaining how the treaty freed many small peoples, the President said that to Poland, for example, had been given "a unity she could not have won and an independence she cannot maintain" without aid from the great powers.

The President said that the American delegates had gone to Paris with a definite errand and had accomplished it.

He made a plea for acceptance of the treaty because he said it gave a new platform for world affairs.

The President said he could look the mothers of the country in the face proudly, because he had kept his promise to do all he could to prevent any more war.

"This League," he said, "is the only conceivable arrangement which will prevent our sending our men abroad again very soon."

There was not an oppressed people anywhere, be assured, that could not get attention for its case under the League. He did not mention any oppressed people by name, but many of his hearers remarked that they thought he spoke of the case of Ireland.

Referring to the Shantung settlement, the President pointed out that Japan had repeatedly promised to return the peninsula to China. He did not go into the subject at length, however, but mentioned it in emphasising that the covenant would refuse to recognise the validity of secret treaties.

At the outset of his speech Mr. Wilson traced the incidents from which the great war started, saying that the significant circumstance was that Austria and Germany, "did not dare to discuss" the demands made on Servia. It was generally admitted abroad, he asserted, that if there had been discussion, there would have been no war.

This fact, he said, recalled that the "heart of the league covenant" —the agreement not to go to war for nine months after a controversy became acute—had not been considered at all by those who criticise the league.

"If there had been nine days," said the President, "Germany would not have gone to war."

It was a solemn pledge to those who fought the war, said the President, that there should be such an arrangement to prevent future wars.

"The act which was characteristic of the beginning of this war was the violation of the territorial integrity of Belgium," he continued, adding that one of the primary provisions of the League covenant was to prevent violation of territorial integrity.

**Defends Article X.**

This provision, he pointed out, was contained in the much discussed Article X.

"Article X," declared the President, "speaks the conscience of the world. It goes to the heart on this whole bad business."

It was true, Mr. Wilson said, that every man surrendered part of his sovereignty whenever he promised to respect the rights of his neighbors; but, he declared, he could see no harm, nevertheless, in making such a promise for the common good.

Pointing out that decisions by the League Council must be unanimous the President said that whatever judgment was passed upon the United States by the Council must have the concurrence of the United States. He added that, of course, the American delegate on the Council would not act without instructions from his Government.

Referring to the economic pressure that would be brought to bear on covenant breakers, the President said that economic pressure would preclude the need of force.

Some delegations, the President said, came to the Paris conference with causes which were not considered properly within the scope of the Peace Conference. In that connection he pointed out that under Article XI. any threat of war could be investigated by the League.

"At present," said he, "We have to mind our own business but under the covenant and the League we can mind other people's business."

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# INVASION BY SEMENOFF IS REPORTED TO PEKING

### Russian Leader With Buriat Troops Means To Proceed, To Urga, It Is Stated

*(From Our Own Correspondent)*

Peking, October 7.—According to Chen Yi, the Chinese Resident at Urga, General Semenoff, who recently had conferences with the Tuchuns of Fengtien and Heilungkiang, arrived in Kiachta on October 5 with 1,600 Buriat troops, to which a number of Japanese officers are attached.

Chen Yi informs the Government that it is Semenoff's intention to proceed to Urga and that the strenuous protests of the Chinese authorities at Kiachta have not sufficed to make him withdraw his men to Russian territory. Semenoff advances as his reason for this action that China has sent large bodies of troops into Outer Mongolia in open violation of the Sino-Russo-Mongolian agreement. Later messages to the Government, forwarded through Li Yuan, the Assistant Administrator at Kiachta, indicate that Semenoff has advanced into Mongolian territory as far as Wuting.

In connection with the activities of General Semenoff your correspondent is in receipt of information from Siberia to the effect that all is not well in Semenoff's district. Semenoff has from the start played his own game in Trans-Baikalia, his allegiance to the Kolchak Government being merely nominal and adhered to only at such times as Semenoff was convinced that Kolchak would succeed in pulling the country together.

During the last few weeks, when it has appeared doubtful whether or not Kolchak would succeed in beating off the Bolsheviki, Semenoff has been acting independently of Omsk with a view to furthering his own ambitions.

He is a Buriat and has cherished the idea of building up a pan-Mongolian state ever since he established himself across the Trans-Siberian Line in Trans-Baikalia. In this he has been supported by the Japanese officers attached to his army, the Japanese game in Siberia having been local rather than national from start to finish.

Hence the alarm expressed by Chen Yi and re-echoed in Peking does not seem unreasonable. On the other side of the situation, however, are the facts that the Outer Mongolians do not like Semenoff and his heterogeneous following of Cossacks, Buriats, Koreans, disaffected Mongols and Japanese and are both willing and strong enough to fight him off if necessary. Semenoff's men are badly trained, badly equipped and badly disciplined. They do not number more than two regiments. Fighting over a long line of communications, the Semenoff force would be at a serious disadvantage against their mobile Mongolian cavalry. As a military authority here expressed it: "If it comes to a show-down, Semenoff's army will be nibbled up long before it gets to Urga."

# First Pictures Of Food Riots In Italy

Food riots in Milan, Italy.

One of the first photographs of the recent food riots in Italy. Mobs in many of the big cities attacked stores and warehouses, maltreated proprietors and helpers, and carried off the contents of the shops. The police were unable in many cases to handle the situation and the Government was forced to call out the military. Here is shown an Italian cavalry patrol at an intersection in Milan after they had dispersed a mob of food rioters.

# PEKING GETS PROPOSAL ON TIBETAN BOUNDARY

### Report Received At Capital From Mediator Sent To Investigate

*(From Our Own Correspondent)*

Peking, October 7.—The Central Government has received a report from Prince Aololemochapu, who was sent to Tibet last summer to mediate in the Tibetan question, to the effect that the line of Chamuto should be regarded as the boundary between Szechuen and Tibet until the demarcation of the Sino-Tibetan frontiers has been finally completed. The Szechuen and other Chinese troops now stationed to the west and southwest of this line are to be withdrawn to Chinese territory, as provided for in the present agreement, within three weeks of October 1.

In the meantime arrangements are being made here for the conference of Szechuen, Yunnan and Kansu authorities with a view to determining China's ultimate policy in its negotiations with Great Britain in regard to Tibet. This conference, which will be held under the auspices of the Foreign Office and is expected to last for a month, will take up the following points: (1) Chinese defensive measures along the Tibetan borders; (2) The demarcation of the Sino-Tibetan boundaries; (3) The measure of autonomy to be granted to Tibet.

The report that further troops have been sent from Yunnan to reinforce the Chinese armies along the Tibetan frontiers is not correct; and it is stated that the Government has no intention of taking steps that will anger the Tibetans or embarrass the British. Pending the conclusion of the Foreign Office conference and the negotiations with the British Legation, the attitude of the Chinese Government along the borders of Tibet will be purely defensive.

## *Annual Customs Report*

Copies of the China Maritime Customs report for the year 1918, including trade reports and port statistics, were placed on sale yesterday and deliveries were made to firms that had ordered. It is a sizable volume in yellow binding, well printed, and gives a store of information on business in China and Shanghai in particular.

Imports into Shanghai from foreign countries amounted to Tls. 214,967,907 as compared with Tls. 210,085,990 for 1917. A table of imports, both foreign and Chinese, shows a steady growth of Shanghai business since 1915. In the period just before the outbreak of the Great War, however, this city did a still greater volume. Imports still far out-distance the exports from China. Those to foreign countries last year, according to the report amounted to Tls. 73,235,875.

In the matter of vessels entering, there was a total of 7,448 last year. Sixteen hundred sixteen of these were sailing ships. Of the steamers, 1,649 were British, 1,795 were Japanese, 251 American, and 1,952 Chinese.

Native customs for 1918 show an increase. For 1917 they amounted to Tls. 23,501,239, for 1918 they were Tls. 24,299,505. Commissioner R. H. R. Wade in his report states that the estimated foreign population of Shanghai for 1918 was 21,000 of which 15,500 were Japanese. The year before it was 19,750.

## Peking Notes

*(From Our Own Correspondent)*

Mr. and Mrs. Roy Chapman Andrews have just come from Urga where they have been on a hunting and collecting trip. They will be in Peking for some time before they return to the United States and from here Mr. Andrews will make two short hunting trips into Shensi.

* * *

The North China Union Language School opened this year with about one hundred and forty pupils. In addition to the regular school the lecture courses which are held Tuesday and Friday mornings at 10:15 o'clock have begun. On Wednesday afternoon at 3 o'clock Dr. Candling will give lectures on Chinese History.

* * *

The International Lodge will hold its annual installation meeting Wednesday, October 8 at 5:30 p.m. at which time the new Masonic Temple, formerly the Morrison Library, will be dedicated by Dr. John R. Hykes, who is representing the District Grand Lodge of China and Professor Perrin of Boston University, who is representing the Grand Lodge of Massachusetts. Following the meeting, a banquet will be held at the Hotel de Wagon Lits.

* * *

Mr. Jensen, wireless telegraphy advisor to the Ministry of Communications has returned to Peking after having spent the past three months traveling through Central and South China.

* * *

Notices have been sent out by the Secretary, Mrs. R. B. Bullock, that the Mother's Club will hold the first meeting of the year Monday, October 13 at the home of Mrs. Pettus, 8 Tui Au Po Hutung. Mrs. Sheffi will give a paper. Mrs. Burgess and Mrs. Watkins will be the hostesses.

* * *

At a meeting of the Directors of the International Anti-Opium Association held yesterday afternoon at the International Press Club Mr. Roger S. Greene of the Rockefeller Foundation, and Reverend D. W. Beers of the Union Church were elected to the board by a unanimous vote. Dr. Wu Lien-teh was appointed as delegate for the Board to the coming meeting of the Shanghai Anti-opium Association.


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# The Golden Horn Is A Perilous Trust For America

## Russia Might Challenge The Mandate Of The United States Over Constantinople

By Frank H. Simonds
(*New York Tribune*)

*Note: In connection with this article see map on page one)*

The reports which have come from Paris in recent days indicate that our representatives there are pursuing a policy that can hardly have any other purpose than to prepare the way for the occupation of Constantinople by the United States as a mandatary for the League of Nations, and not impossibly a similar occupation of Armenia and the larger fraction of the Turkish Empire in Asia Minor.

The arrival of America at the Golden Horn would represent one of the most amazing transformations of the greatest European problem which it is possible to imagine. The mere prospect of American fleets guarding and American armies garrisoning the waters and the hills for which Europe in ancient times and the various great powers of Europe in modern times have contended should make the statesmen and diplomatists who wrote the Treaty of Berlin turn in their graves.

It is clear, and has been clear ever since the world war ended, that there are three possible solutions for the problem which is itself the heart of the Eastern question, that of the Straits themselves. It is possible to assign Constantinople, the shores, the Dardanelles, the Bosporus and the Sea of Marmora to a great power as a mandatary of the League of Nations.

It is possible to create some kind of international state in this area, and finally it is possible to restore the territory to the Greek world, and by adding Thrace, Constantinople and the western provinces of Asiatic Turkey, which have Greek populations, to the kingdom of Greece, thus to fashion a new state which, on the map, will strikingly recall that Byzantine Empire which for a thousand years continued to hold most of the territory which would now be included in the new Greece.

**Constantinople A Big Task For Any Nation**

To create Constantinople a separate entity under the League of Nations, to assign it to a single nation as a mandatary, would be possible only if the state thus elected were sufficiently removed from European complications and ambitions. For example, it is inconceivable that the British would consent to a French occupation of Constantinople, or the French to a British. The French and the British together emphatically would oppose Italian possession of Constantinople. British policy for half a century was occupied in preventing Russia from laying hands upon Constantinople. The Pacific penetration of Turkey by Germany and the alliance of Turkey with Germany transformed the world situation, to the very great alarm of Britain, whose protectorate of Egypt and the Empire of India were thus threatened by an enemy who possessed a route on which to move armies from Europe to Asia beyond the reach of British fleets.

The nation which holds Constantinople will control the seaward gate of the larger part of the Russian Empire, or, if the Ukrainian state establishes its independence, will control the exit to the open sea of this new state, together with those of Rumania and such new nations as rise along the Black Sea. In the same fashion it will hold the vital gateway by which European armies might approach Britain's Asiatic and African colonies, might strike Suez, which the Germans not inaptly described as the "Achilles" heel of the whole British Empire.

French, British, Italian and in all probability eventual Russian ambitions conflict or will conflict in the old Ottoman Empire, nor is it at all unlikely that when Germany has at last recovered from the present war Teutonic ves will turn again to the great egion of Asia Minor, in which erman capital and German enineers constructed the Bagdad ailroad and in which the Kaiser nd his associates dreamed to onstruct for their country a lace in the sun.

**. S. Alone Acceptable o All Nations Involved**

Manifestly for the French, the ussians and Italians, British ossession of Constantinople on or Italian political or economic interests.

In a word, aside from possible Russian objection in the future, and secret misgivings on the part of the Italians, who, at the present moment, are indulging in imperial aspirations as preposterous as they are colossal, Constantinople lies open to America at any moment Congress will consent that we assume the mandatary.

**Possession Has Brought Many Wars To Europe**

But it is essential to recognise exactly what this mandatory would mean. The possession of Constantinople in the last three thousand years has brought to the various peoples and rulers who held it wars without number and end. To hold Constantinople as a mandatory, the United States would have to face the fact that at no distant hour her possession might be challenged by Russia, which has occasionally interrupted but never surrendered the logical and almost inevitable advance to the open sea.

Great Britain, France and Italy promised Constantinople to Imperial Russia as a reward for fidelity in this war. The Bolshevists betrayed the alliance and renounced Constantinople, but their renunciation will hardly outlast their regime, while the economic, the political, the military considerations which have made Constantinople the objective of so many Tsars will survive Bolshevism. Tomorrow, then, we may find, if we occupy Constantinople, that we have become for Russia a hostile nation far more dangerous than Russia would be for us if some domestic calamity in the United States should so cripple us as to enable a regenerated Slavdom to become master of the Panama Republic and the Panama Canal.

Nor is this all. We should also find ourselves in the presence of two other claimants, one an ancient and the other a contestant for fifteen centuries. For nearly a thousand years the separation of the Roman Empire into eastern and western halves, the eastern half, with Constantinople as its capital, was, with ever increasing degree, a Greek state. The Byzantine Empire, at no distant date after the break with Rome had become complete, was Hellenised, and Constantinople replaced Athens as the capital of the Greek world. Even after the Turk took the former city, extinguished the eastern empire, conquered Greece as well, the population of Constantinople and of the shores of the Straits and the Ægean remained in larger part Greek, and, aside from the Turk, the largest single ethnic group in Constantinople today is Greek.

**Greeks Long Hoped For Restoration Of Empire**

For nearly five centuries the Greeks have looked forward to the restoration of the Byzantine Empire. Athens, the peninsula and the cities associated with the glories of classical Greece, remain for the foreigner, and particularly for Americans, the expression for the meaning of Greece so far as the map is concerned. But such a Greece would, in the nature of things, be condemned to the estate of a small power, and it is not as a small power that the Greeks see their country for the future. In the days of its greatness, in the days of its relative decline, the Byzantine Empire extended from the Balkans to the Taurus and the Upper Euphrates.

All the islands and mainland surrounding the Ægean, the southwest shores of the Black Sea and Asia Minor itself were a part of this Greek world, and this Byzantine Empire was greater in area than modern France or Germany; and despite the multiplicity of races which dwelt in the various sections, the Greek language, the Greek spirit, the Greek race dominated.

In the hundred years that have passed since the first fragment of Greece escaped from Turkish rule enormous steps have been taken toward the realisation of the Greek hope of restoring the Byzantine Empire. In Europe Greek frontiers have been pushed northward to the limits attained in ancient times. If the present Treaty of Paris shall do anything like justice, northern Epirus will be added to the Hellenic kingdom, while Salonica and all the lands between the Rhodopians and the Ægean have been regained, save only for that grotesque "corridor," which American policy seems now to be determined to interpose between the Greeks about Adrianople and those of Western Thrace.

**Much Territory Is Returned To Greece**

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story of the Salonica army and adventure—all these combine to indicate how feeble and futile an experiment would be an effort to internationalise Constantinople.

In all human probability either immediately or eventually, the failure of the United States to accept the mandatary of Constantinople would be followed by the transfer of the city and its adjoining territory to Greece. The step would be logical and natural. At least half the population in the region affected is Hellenic. In all but political control the populations have been Greek since classical times. Moreover, possession by Greece would carry no threat to Great Britain or to France, while even Russia might acquiesce ultimately. As for Italy, her dream of creating a colonial empire at the expense of the Greeks and the Turks in defiance of the rights of the peoples would collapse once a strong Greece arose about the Ægean.

Actually then, the United States, as represented in Paris in deliberately seeking for itself the mandatary for Constantinople, is interposing a barrier between a legitimate objective and millions of people, for while it is still uncertain whether Congress will permit the United States to undertake a responsibility inconceivably vast, our representatives in Paris are at work so changing the boundaries in Thrace as to erect obstacles in the pathway of the Greeks, on the wholly illusionary pretext that the Bulgarians will precipitate a new Balkan war if they are not permitted to hold a strip of Ægean seacoast, thus cutting Greek territories in half.

**Whole Progress Of Negotiations Halted**

Holding to this argument, American representatives have for a time halted the whole progress of negotiations. But the slightest reference to history shows that for 1,407 years the Bulgarians have consistently and without interruption been provoking Balkan wars, without regard to whether they did or did not hold sea frontage on the Ægean. There never was a history of a people which runs with a more steady stream of aggressions, assaults upon their neighbors, unprovoked wars, than that of the Bulgarians from the moment when the advance guard of the tribe crossed the Danube.

Possession of Constantinople by the Greeks would mean that Greece would take her place immediately among the more considerable of the second class powers of the world. She would have at once a population of 10,000,000 while Greek influence might be expected once more to repeat the history of remoter ages and penetrate far through Asia Minor. In any event, the construction of a strong Rumania, a unified Southern Slavdom, together with the transfer of the Straits to Greece, would be a long forward step toward eliminating the Eastern question from among the problems out of which European and world conflicts might arise.

**Ambition For 15 Years To Dominate Balkans**

By contrast, the American assumption at Paris that the Bulgars could be placated, does violence to all the history of this people. For 1,500 years their ambition has been to dominate the Balkans. Possession of Adrianople and of the Thracian coast of the Ægean as far as the Struma River, assured them by the victories of 1912, did not prevent them from attacking their allies treacherously in 1913, in the hope of obtaining Salonica and Monastir. Still possessing the strip on the Ægean, now proclaimed by American representatives in Paris as essential to persuade Bulgaria to keep the peace, did not prevent her from attacking Servia in 1913 as the agent of Germany.

By the end of the world war, the friends of Bulgaria in Britain, and she had many, like her friends in Russia at an earlier period, had at last recognised the fact that it was useless to hope that Bulgaria would lay aside her ambitions to be the Prussia of the Balkans and dominate the Serbs, the Greeks and the Rumanians, as Prussia dominated the Hanoverians, the Saxons and the Bavarians.

The Serbs, the Greeks and the Rumanians have been willing to compromise their difficulties and all three mutually recognise the rights of the others to existence independent and self-sustaining. The Bulgarian, on the contrary, has ever held for himself the role of the Prussian in the Balkans. To sustain this role he has in the last seven years fought the Turk, the Greek, the Serb, the Rumanians, and large temporary acquisitions of territory have been only an incentive for further hostilities.

There is something almost naive in the American policy at Paris with respect to the Eastern question, and particularly with respect to the Greek and the Bulgar. The effort to compromise a quarrel 1,500 years old by the allocation of a small strip of territory which has been held by each nation during this time without affecting the general morals of that kind of literal interpretation of the fourteen points, can only lead to incongruous failure. The question which one has to ask in the Near East, the question that Americans must ask and answer, is: Shall we take Constantinople, or shall we lend our assistance to the erection of a Greek state in those regions which were once ruled by the Hellenised Empire?

**A Puff For All Of Europe**

It is worth recalling that whatever were the weaknesses and failures of the Byzantine Empire, it did succeed for a thousand years in holding back the various invasions originating in Asia and seeking to engulf the feeble surviving flame of Latin civilisation. What Verdun was for a moment in the world war, Constantinople was for nearly ten centuries in European history. When it did fall, victorious Turkish armies swept northward through Budapest to the walls of Vienna. Had they come earlier, while Europe was still totally disarmed, they might have prevailed.

Thus, in classical times Greece held off the Persians, while in later history the Byzantine Empire repulsed the Saracens and long delayed the Turks. Now it is possible that a Greek state, occupying much of the territory of the old Byzantine Empire, guided by friendly European and American statesmanship, might create along the shores of the Ægean and of the Straits a new Greek state sufficiently strong to stand up against external pressure and united in sympathies with the Western powers who have won the war.

It seems to me that it would be a very great mistake for the United States to permit itself now to be persuaded to undertake a mandatory for Constantinople, which would carry with it great military and financial burdens, involve us in conflict with the legitimate aspirations of the Greeks, make us a part of all the intrigues, maneuvers and quarrels which must inevitably follow the collapse of the Turkish Empire in Asia Minor. Above all, it seems to me a very great mistake for our representatives at Paris, while there is still no American decision, before Congress has spoken, to insist on the carving up of the old Turkish territory in such fashion as to perpetuate the grievances which it seeks to abolish.

The Eastern question is neutral. It is as unlikely that it will be settled at Paris now as it was impossible that it should be settled by the Congress of Berlin or by that other Paris gathering which followed the Crimean war. But it is worth recalling that on the lands now claimed for Greece there once lived in peace and in prosperity a portion of a Greek world, and that if no solution now promises absolute security there is on the other hand no visible settlement which gives greater promise and, moreover, to restore Constantinople to the ancient Greeks would be to return a city which, after five centuries of Turkish rule, has preserved in no small measure its ancient Hellenic character.


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# TRADERS OF WORLD IN BIG FOOD GAMBLE

## Warehouses In Northern European Ports Overflowing, Hoover Says

## NEEDY STATES CANNOT BUY

## He Urges Credits Of $4,000,000,000 By America To Save Europe

Paris, Sept. 1.—A distressing era of speculation in foodstuffs in the United States and throughout the world's primary food markets is largely responsible for high food costs, in the opinion of Herbert Hoover, Chairman of the Inter-allied relief organisation who, on the eve of his departure for the United States, granted an interview to The Associated Press today.

Wharves and warehouses in northern European ports are overflowing with foodstuffs, principally meats, fats, and dairy products, sent by merchants all over the world, Mr. Hoover said. These merchants, he declared, had "gambled" on sales in Poland, Czecho-Slovakia, the Baltic States, and Germany at high prices, but these States have only a depreciated local currency, and many commodities are in danger of spoiling, as the Central European market for foodstuffs is limited to the ability of the peoples to buy on credit.

"This year's speculations," Mr. Hoover said, "are due, in my opinion, chiefly to the belief of food merchants and manufacturers that when the blockade was removed there would be an enormous demand for foodstuffs and other commodities in Central and Eastern Europe. This speculation was not due to any important shortage at present of actual supply. The speculative fever, which was not confined to foods, was greatly stimulated by the long delay in the removal of the blockade until the Peace Treaty was signed at Versailles. There is plenty of evidence that this was true of foodstuffs in glutted ports in Northern Europe, where only neutrals have the means to buy."

Responding to an inquiry as to how food speculation could be checked in America, Mr. Hoover replied:

"Attorney General A. Mitchell Palmer is on the right track when he endeavors to break down speculation and seeks to secure powers never possessed by former Administrations to enable him to accomplish this step. The situation is one that may well cause anxiety also from another point of view. We are now coming into a flood of production of foodstuffs in the Northern Hemisphere and will again have a great surplus in the United States. If, in the meantime, Europe has not found credits to purchase the coming Winter's supplies, we are likely to have a glut and prices may fall below the cost of production to American farmers.

"The present high prices of food are not due to over exports to Europe from the United States during the last year. That can be demonstrated by the fact that we enter a new harvest with larger stocks of previous years' production than at this time last year. In fact, the stock of many commodities are the largest we ever had in storage at this season. Yet prices are very much higher. If we are to account for the high price level on the basis of over exports, we should have to find a depletion of our national stocks."

Mr. Hoover pointed out that the problems involved in the speculative wave were very difficult to deal with, because it was world-wide and not confined to the United States.

"The law of supply and demand," he continued, "is not working normally, and probably will not for another year. While prospective food supplies for the next twelve months are about equal to the apparent need, unstable political situations, a recurring shortage of shipping, a shortage of credit, and a combination of either buyers or sellers will tend to create great speculative waves and may inflate prices to a point unendurable to the consumer, or, in the reverse situation, unendurable to the farmer.

"We will have a large surplus next year and must have a prosperous farming community if we are to have the world fed in future and maintain stability at home and abroad. It is my own view that the situation would not have been so acute if the blockade had been removed soon after the armistice was signed, as was urged by the United States Government. The speculator would have had his illusions destroyed last Winter instead of now.

"It would also have been possible to prevent great speculation had we retained an embargo on exports and thus kept the world's speculators puzzled as to the Government's action. The rise in foodstuffs, of course, took place only after the control of exports had been removed. On the other hand, the general demand of the public made it impossible to continue the control of exports, as that control tends to retard the resumption of normal economic life."

Mr. Hoover appeared today before the sub-committee of the Congressional Committee on War Expenditures and expressed his belief that it was imperative for the United States to extend to Europe credits of from $3,000,000,000 to $4,000,000,000 for a year and a half, or two years in order to provide a market for the American surplus and save Europe from disaster.

The credits, Mr. Hoover declared, should be issued to established European merchants, under guarantee of their own Governments, and a guarantee in turn should be given by the United States to the American merchants in interest. He discouraged the idea of general control of the transactions by the Governments, urging the necessity of preserving the regular commercial organisations.

# General Howze Takes Command On Border

Major-General P. L. Howze.

Major General Robert L. Howze has arrived at El Paso, Tex., to assume command of the border, General Howze upon his arrival at El Paso hinted at a new policy and called attention to the ability of the United States Government to adopt its own methods. He said: "As the world war is over, and practically all of our combat divisions are at home, those in authority, if they see fit, are well able to adopt a policy that should bring favorable and happy results." He added: "It seems reasonable to expect that our neighbors, the Mexicans, should respect us."

# ALLIES TO RECOGNISE KOLCHAK IS REPORT

## Ambassador Morris Said To Have Urged Favorable Action By United States

## WITH IMMEDIATE HELP

## Conferences Held At Omsk With Admiral's Government By Allied Envoys

Washington, Aug. 25.—Roland S. Morris, the American Ambassador to Japan, who was sent to Omsk to confer with officials of the Kolchak Government and make report on the situation in Siberia, has recommended that the American Government grant immediate recognition to the Kolchak Government.

Ambassador Morris has made full reports on the situation to Secretary Lansing, and it is understood besides going into the situation and urging that recognition be granted, he also recommends that some aid of an economic and financial character be accorded at once, pending the working out of a general program for allied support of the Omsk Government and those allied elements in Russia who have been shouldering the burden of the fight against the spread of Bolshevism.

The British, French and Japanese, as well as the American Government, were represented in conferences that have just been held with Admiral Kolchak and leaders of the All-Russian Government at Omsk, following which Ambassador Morris made his recommendation for recognition of the Kolchak Government. From what is ascertained here, these conferences were most thorough, and have resulted in the American and other principal allied Governments being placed in full possession of information relative to the status of the Omsk Government, the support it has been receiving from non-Bolshevist elements in Russia, its ability to cope with pending problems, and the character of aid and support which it is considered essential that the allied powers should render to that Government.

The American representatives in the conferences held at Omsk were Ambassador Morris, who was sent from Tokio under instructions from the State Department, and Major Gen. William S. Graves, commanding the American expeditionary forces in Siberia, who was sent from Vladivostok. The French Government's representatives were Count Martel, as diplomatic representative, and General Janin, in command of the French forces in Siberia. The Government was represented by Mr. Elliott, its diplomatic representative, and by General Knox, who commands the British forces in Siberia. Japan was also represented by military and diplomatic representatives.

The concrete result has been the working out of a major program covering all the features of the situation, including provision for operation of railroads, economic assistance, supplies for the armies of the anti-Bolshevist Government, financial aid, Red Cross relief, and other matters. Besides mapping out a major program, the conferees recommended to the American and other Governments that certain immediate measures be taken for economic and financial assistance of a character calculated to carry the Omsk Government forward until the larger program could be made effective.

The recommendation in favor of immediate recognition of the Omsk Government, which recognition is expected to be granted inside of a month, coupled with the sympathetic attitude displayed by Ambassador Morris in his conferences in Siberia, have already had an important psychological and practical effect in Siberia, and it is believed that the result of this conference will strengthen the position of the Kolchak Government and steady its army in coming encounters with the Bolshevist forces.

Ambassador Morris is known to have been reserved in his view toward the Siberian situation before he left Tokio and to have gone to Omsk with an open mind. The fact that his investigation of the situation has impelled him to take a position very favorable to the Kolchak Government has, according to information reaching Washington, already helped the situation by giving hope to those who have been fighting under the banners of the Omsk Government, and who are awaiting another military clash with the Bolshevist forces along the new and rectified fighting front in Siberia.

Fifteen thousand Cossacks have volunteered around Omsk to fight in the impending battle with the Bolsheviki, and the population is volunteering for service. Some of the reactionary elements that had been making political attacks on the Omsk Government in an effort to undermine and misrepresent its cause to the outside world now find, it is said, that their intrigues have been frustrated by the conferences which representatives of the allied Governments have been participating in at Omsk.

Secretary Lansing today announced that a despatch from Omsk had brought news to the State Department that Czech troops are now aiding in the effort to restore better conditions in the Altai region, Southeast Siberia, where for a week or more there had been considerable Bolshevist activity. A number of skirmishes between the Czech forces and pro-Bolshevist element have taken place in that section, and in the vicinity of Barnaul some railroad bridges have been destroyed.


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# TORONTO WELCOMES WALES TO ONTARIO

## Thousands Crowd Streets And Exhibition Grounds To Cheer The Prince

## CHILDREN SING GREETING

## His Fast Special Train Was Cheered Through The Night By Farmers

By Douglas Newton

Toronto, Aug. 25.—Toronto is different from any city yet visited in Canada by the Prince of Wales, but it does not differ in the quality of its welcome. It has more inhabitants to pack into its streets, and they packed themselves there this morning, and so put into its hearty greeting a greater volume of cheering than he has yet heard.

Ontario spent the whole night greeting the Prince. As he went through the darkness in his special train, which carries a doctor and a surgery and what not else in its 700-ton bulk, there were moments when he heard the ghosts of cheers slipping in through the windows. That meant a station and not the ghost of people, but real careful Canadians who had gathered not with any definite idea of seeing the Prince—that was hopeless with the train gong sixty miles an hour—but with the idea of letting the Prince know that they were there to give him a warm welcome. If the train stopped then the crowds became more active and swarmed about the train and made certain with their voices that the Prince should know they were glad to have him there.

At Outremont, Que., at about 1:30 o'clock this morning the villagers brought the Prince from his carriage and he chatted with the people and renewed, as it were, spiritual acquaintance with a woman who spoke with him because her soldier husband had met him in France.

There was the same eager crowd at the little siding on the outskirts of Toronto to give him good morning. The Prince drove through this suburb on his way to Government House.

As the Prince left the handsome rough stone Government House and drove through the streets to the Parliament Buildings the crowds lining the streets thickened until in the heart of the town there was a solid mass of people cheering under the swinging clouds of flags.

In the heart of Toronto is a delightful park, and in the heart of that is the Parliament Building where the Prince received his addresses of welcome. It is a fine park and today a thrilling one, for it was living with a mass of people. About the great dais built out before the building for the reception was the great crowd. In a high-up stand was rank after rank of white dressed girls and boys from the schools. The business of these youngsters was to sing, their intention was to cheer and to wave small flags and they did both. The singing and cheering of these children was a most stimulating and enrapturing thing. It was a focus of the genuine and remarkable enthusiasm of the great gathering. The Prince was so touched by it that when he had received and answered addresses and had heard a Welsh choir sing to him songs of his own principality, he went across specially to the children and thanked them warmly.

**Visits Exhibition Grounds**

Another long drive through the streets to the exhibition grounds followed. It was broken by a pause at the City Hall. On the steps of the hall was tier after tier of wounded Canadians and the Prince left his car to shake hands with them and to chat with as many as possible. It was a renewal of friendship made at a time when grim war tests friendship for its highest qualities.

When a one-legged private asked the Prince to pose for a photograph he did so willingly, and with a laugh.

At the exhibition grounds of Toronto, where amusement goes hand-in-hand with the serious fact of national industry and life, there was a quite startling mass of people to meet him, but now a mass in movement which flowed across the lawns and open spaces to keep up with his car as it passed. These people of great goodwill even waited outside the Directors' Building, where lunch was given, and where the Prince declared that, though this was his first visit to Toronto, his services in the field with so many men from Toronto made him feel as though he were coming to a familiar city in a familiar land.

Here, as in Newfoundland, New Brunswick, Nova Scotia, and Quebec, the personality of the Prince made a very definite impression. His lack of affectation, his sincerity, and his directness, as well as his qualities of youth and shyness, made for him immediately a city of friends. In the grounds when he formally opened the exhibition this multitude of new friends surrounded him. A way had to be forced to his car and his car had to force its way through a pack of people. It went at a creeping pace, the Prince standing up in it and endeavoring to acknowledge all the salutes. In the end he relinquished the effort, sat down, and his salute became a hand wave in answer to the cheers.

To go through his program today is merely to tabulate crowds. Crowds followed him to the exhibition grand stand, where he witnessed displays. The crowd followed him when he embarked to the Yacht Club on a beautiful island in the lake, and some of these crowds managed to get into yachts and follow him in a crowd of boats. Crowds were about him as he had tea on the lawns of the Yacht Club, and crowds again were with him all the way to the City Hall.

# LABOR TRIBUTE TO PRINCE OF WALES

By Douglas Newton

Ottawa, Ont., September 1.—When the Prince of Wales heard that this was Labor Day and that there was to be a big parade and sports and gala in Lansdowne Park he immediately made it known that he intended to be present at the park. Labor promptly returned the courtesy, and of its own free will turned its parade into a guard of honor and lined the streets for his ride between Government House and Parliament Hill. As far as I can gather labor decided upon and carried out this entirely of its own accord. The streets were taken over without any warning apparently, and certainly without any fuss.

Labor organised itself and stretched its ranks along the interminable streets and kept perfect order. There seemed to be few police about. There was no need of them. Labor took command of the show and wasn't going to permit any disorderly incident.

It was a remarkable sight. The procession walking in long thin files on each side of the road, bearing in its midst the different floats, a boilermaker's shop busy on wheels, a stoneworker's bench in operation on a wagon, the framework of a wooden house on an auto to show Ottawa what the carpenters and joiners could do.

This long procession of all grades of labor marched toward Parliament Hill and as the line came into position the men faced right and left, walked to the edge of the curb, to which the floats were also moved, and so kept back the big crowd along the route for the coming of the Prince. So in his drive the Prince passed not between ranks of soldiers but ranks of an army of labor.

It was a spontaneous affectionate action of a people determined to show how personal was its regard for the youth who knew how to be one with them and how he valued their friendship. It was immensely more significant than the most august item of a formal program.

**Prince Loses Nervousness**

After the Prince had passed along the route lined by men of labor the procession of events fell into their natural order. The Prince showed that the goodwill of the Canadian people has been an inspiration to him. He has lost some of his nervousness and he answered the addresses directly and freely and without referring to notes. After laying the cornerstone of the new Parliament building, a sturdy rather than a beautiful pile and complete all except this stone, the Prince unfurled a flag, which inaugurates the Victory loan campaign, and then passed from the atmosphere of functions into that of comradeship—he inspected his old companions in arms, the Ottawa veterans, and presented medals to the men and women who had done great things in the war.

From Parliament Hill the Prince drove through Rock Hill Park, a winding, erratic and lovely stretch of untrammeled nature, which lies for miles along the bluff leaning over the shining blue waters of the Ottawa River to Government House, only to leave it after lunch to get amid the people at the labor sports in Lansdowne Park.

There was only time for a drive through the park, but it was a drive through a cheering and eager crowd, anxious to make the most of the occasion. From here he turned about and swung in his car across the great interprovincial bridge that leads to the suburb of Hull across the Ottawa River. Hull, rather a sprawly and uninspiring place, was transformed by sun and man for the Prince.

On the scarlet steps of a dais outside the Town Hall there was gathered a number of pretty girls, each dressed to represent one of the Allies. After the presentation of all the races of the Entente in their comeliest forms, the Prince stood on the steps among them and four tiny girls came forward with a chain bouquet, each garland of flowers linked to the other by a great stream of crimson. Here again there was open invitation to the people, who from bearded and brown habited Franciscan friars to the girl workers from the big local match factory passed before the Prince in the open air and shook his hand.

A review of war veterans followed, not on the parade ground, but in the main street of Hull. This street was packed with the men who had fought for the very homes about them, and they gave the Prince a real and unstinted soldiers' welcome. They crowded about him, shaking his hand, and, after he had been into the veterans' club to receive a loving cup, nothing would satisfy the crowd until he had made a speech. He made it in the main street, too.

He stood up in his car and spoke to them of his gladness at meeting them all again, and what their friendship and affection meant to him.

# First Photos Showing United States Troops Bringing In Mexican Bandit Prisoners

8th Cavalry bringing in Mexican Bandits.

A group of Mexican bandits taken by Troop H of the Eighth United States Cavalry and being brought into camp near Candelaria, Mexico. Other members of this band were killed when they fought our troopers from a blockhouse. The bandits captured and held for ransom two American aviators.


**Dr. med. F. T. Kiang**
*Physician and Surgeon*
(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office 85 Szechuen Road.
Consultation Hours: 2-4 p.m
Telephone: No. C. 3844.

**Dr. E. G. Lobzowsky**
**DENTIST**
Four Years' Practice in New York.
Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.
**No. 3 G Peking Road**
Tel. Central 1125

**HONMA HOSPITAL**
No. 8A Miller Road.
Tel. N. 2961
DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

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OF THE
**HIGH EXCHANGE**
Carry a Gold Dollar Account
WITH
**AMERICAN EXPRESS COMPANY**
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Refracting and Manufacturing

**Crookes, Torics**
AND
**Kryptoks**
**CHINESE OPTICAL CO.**
P.352 Nanking Road

**Now is the Time for *Night*-Light Saving**
With the clock's hands set backward again, the long evenings are felt more than ever. Now is the time to save on your lighting expense.
Use G-E Edison Lamps exclusively. They save your current, save your renewals, and give better light besides.

L 5
**From All Electrical Dealers**
G-E Branch Factory
China General Edison Co., Inc., Shanghai.
Distributors— **Andersen, Meyer & Co., Ltd.**

"Buy Your 'Xmas Presents For Home Now"
**THE SHANGHAI LACE COMPANY**
Commencing To-day
**SALE OF THE**
UNDERMENTIONED ARTICLES
Hand-made Laces, Embroideries, Hair-nets, Stylish Collars, Beautiful Bed and Table Decorations, Bead Bags & Necklets, Babies' Fancy Dresses, Petticoats, Camisoles, and all kinds of Ladies' Underwear, etc., etc.
**No. 23 NANKING ROAD**
(OPPOSITE THE WALK-OVER SHOE STORE)
25616


# Business and Official Notices

(Continued from Page 28)

**The Shanghai Land Investment Company, Limited**

**Issue of Tls. 250,000 6% Debentures of April 1, 1900**

NOTICE is hereby given to the holders of 6% Debentures of the Company, of the issue of Tls. 250,000 made by the Company on the 1st day of April, 1900, that such Debentures will be redeemed, according to the tenour thereof, on the 1st day of April, 1920, that no interest will be paid after that date, and that the amount of each Debenture will be paid to registered holder thereof, by the Hongkong and Shanghai Banking Corporation at Shanghai at par, and at Hongkong, Yokohama and London, at the Banks' buying rate for sight drafts on Shanghai, on delivery up of the Debenturps properly endorsed.

By Order of the Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Shanghai, October 1, 1919.
25636

**NOTICE**

We will remove about the 1st of November to our new quarters, corner of Nanking Road and Szechuen Road, above the Raven Trust Co.

**PROF. J. K. SETO**
TURKISH BATH
and Massage Establishment
25 N. Szechuen Road.
25800

**REMOVAL**

On and after the 12th October, our office will be at
Nos. 14 & 16, CANTON ROAD,
**Nisshin Kisen Kaisha, Shanghai**
25827

**St. Andrews Society**

The Annual Meeting of the Members of the Society will be held in the Town Hall, on Monday evening, the 20th October at 9.15 o'clock. Members willing to serve on the Committee are requested to send their names to the Hon. Secretary, Mr. R. A. Stuart, c-o Hongkong & Shanghai Bank, not later than the 16th October.

All Scotsmen are invited to attend.

R. A. STUART,
Hon. Secretary.
25739

**YUEN SUN CHONG**
Woollens and General Outfitter
WINTER SALE
**GREAT BARGAINS**
Three weeks only
Commencing October 1st to 21st
No. A296 Broadway East.
Phone N. 3115.
25727

**CODE BOOK**
**Bentley's Complete Phrase Code**
(Latest edition)
**Original Price $25.00;**
**Reduced to $20.00**
FOR SALE AT
**Chew Tzu Kong, Bookstore**
111 Szechuen Road, Shanghai.
25506

**Dr. R. Holper M.D**
Specialist in Venereal, Skin and Internal Diseases.
85 Szechuen Road
(Corner Nanking Road)
Office hours: 11-1 and 4-6.
Tel. North 1316.
25580

**LADY DENTIST**
**Miss A. Gauhman**
20 Nanking Road
Tel. 1916
Time: 9-12 and 2-6

**Dr. Oks, M. D.**
SPECIALIST
for eye, ear, throat and nose diseases.
9-11 a.m. and 1-4 p.m.
3 Kiuklang Road.
Telephone Central 1801.
25714

**AGENCIES WANTED**

Sole Import, Fire and Life Insurance Agencies wanted for the Province of Manchuria by an established firm having good trading connections there. Also prepared to act as buyers of Manchurian Produce on a commission basis— Horsehair, Bristles, Carpets, Grain.

Address to Box 58, THE CHINA PRESS.
25646

**MOTORISTS**

Before building a new body on your Car, consult us.

**The Bubbling Well Service Station**
1787 Bubbling Well Road
If you own an old chassis, let us build you a modern body—Speedsters, Coupes, Broughams, etc., our speciality. Tel. W. 933.
25741

**Dr. James Yuking's**
Office for Venereal Diseases is now removed to
73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

**Dr. S. S. SHPILBERG**
Physician and Surgeon
**Consulting hours: 11-1 and 4-6**
Phone, North 2035
**36 Quinsan Road.**
24927

**Carpets and Rugs**
**FOR SALE**
AT
REASONABLE PRICES
**HWA VENG CARPET FACTORY**
F94 Bubbling Well Road,
Opposite Race Course.
24236

**The International Recreation Club**

SPECIAL ENTRIES

The Kiangwan St. Leger
and
The Kiangwan Challenge Cup
will take place
On the 29th November, 1919.

ENTRIES for the above close on Monday, 13th October, 1919, at 8 p.m. at the Club House, 126, Bubbling Well Road.

SUBSCRIPTION GRIFFINS:—Intending subscribers are requested to send their names to the undersigned not later than 8 p.m. on Monday, 13th October, 1919, at the Club House.

By order,
Y. S. DAY,
Secretary.
25822

**NOTICE**

As from this date Mr. C. Thereses is no longer connected with our Firm.

**GIBSON & STEWARD**
Shanghai, 11th Oct., 1919
25811

**Szechwan Crepe de Chine**
**Direct from the Source of Supply, to any Address in the World.**

Travelling through Szechwan Province more than 600 years ago Marco Polo, the celebrated Venetian Explorer, observed this beautiful Crepe de Chine. He took it to Kublai Kahn, the greatest Emperor the world has ever known and Kublai Kahn presented it to the most favoured women of his court, adding charm and beauty to the already most beautiful women in the world. Send us your cheque or Chinese Post Office money order for $20. In return we will mail you one roll of Szechwan Crepe de Chine, postage free. Width 26 inches, length 27 feet. Original Shade.

**WIDLER & COMPANY**
Chungking, West China.

**WO MEI & Co.**
Butchery and Ships' Compradore
Best Fresh Beef, Ham and Bacon, and all Kinds of Mixed Sausages.
**Prices Moderate**
**63 North Szechuen Road**
SHANGHAI
Tel. No. 2294
25586

**NOTICE TO EXPORTERS**

We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.

Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

Any inquiry will have our immediate attention.

*Address:* 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.

*Telephone:* Central Nos. 2385 and 4006.

**H. C. WANG**
General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

Tel., Central 2036

**Dr. FRED M. GENSBURGER**
Eye-Sight Specialist
Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment
38, Nanking Road
1st Floor

# Chinese and Foreign Banking Announcements

## Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

**Capital ..... £2,000,000**
**Reserve Fund ..... 2,000,000**
**Reserve Liability of Shareholders .... £2,100,000**

*Head Office:*
28 BISHOPSGATE, LONDON, E. C.

*Court of Directors:*
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

*Bankers:*
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

*Agencies and Branches:*

| | | |
|---|---|---|
| Amritsar | Ipoh | Puket |
| Bangkok | Karachi | Rangoon |
| Batavia | Klang | Saigon |
| Bombay | Kobe | Seremban |
| Calcutta | Kuala Lumpur | Singapore |
| Canton | Madras | Shanghai |
| Cebu | Manila | Sourabaya |
| Colombo | Medan | Taiping |
| Delhi | New York | (F. M. S.) |
| Haiphong | Peking | Tavoy |
| Hankow | Penang | (Lower Burma) |
| Hongkong | Yokohama | Tientsin |
| Iloilo | | |

*Shanghai Branch* 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Acting-Manager.

## Banque De L'Indo-Chine

**Capital .... Frs. 48,000,000.00**
**Reserve .... Frs. 50,000,000.00**

*Succursales et Agences:*

| | | |
|---|---|---|
| Bankok | Hanoi | Saigon |
| Battambang | Hongkong | Shanghai |
| Canton | Mengtze | Singapore |
| Djibouti | Noumea | Tientsin |
| Doudichery | Peking | Tourane |
| Haiphong | Papoote | |
| Hankoou | Pnom-Penh | |

*Bankers:*
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des-Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

## The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabez."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. G. KONG.
Manager.

## Hongkong & Shanghai Banking Corporation

Paid-up Capital ... $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/– ..... $15,000,000
Silver ..... 21,000,000
$36,000,000

Reserve liability of Proprietors .... $15,000,000

Head Office: HONGKONG
*Court of Directors:*
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
J. W. C. Bonnar, Esq.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
*Chief Manager.*
Hongkong—N. J. STABB.

*Branches and Agencies:*

| | | |
|---|---|---|
| Amoy | Ipoh | Penang |
| Bangkok | Johore | Rangoon |
| Batavia | Kobe | Saigon |
| Bombay | Kuala Lumpur | S. Francisco |
| Calcutta | London | Shanghai |
| Canton | Lyons | Singapore |
| Colombo | Malacca | Sourabaya |
| Foochow | Manila | Tientsin |
| Hankow | Nagasaki | Tsingtao |
| Harbin | New York | Vladivostock |
| Iloilo | Peking | Yokohama |

*London Bankers:*
London County Westminster and Parr's Bank, Ltd.

*Shanghai Branch:* 12, The Bund.
*Sub-Agency:* 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

## Russo-Asiatic Bank

| | Roubles. |
|---|---|
| Capital (fully-paid) . | 55,000,000 |
| Reserve Fund ..... | 26,960,000 |
| Capital Contributed by Chinese Government ..... | Kup. Tls. 3,500,000 |
| Reserve Fund ..... | 1,750,000 |

*Head office:* PETROGRAD.
*Paris office:* 9 Rue Boudreau.
*London office:* 64 Old Broad. Street, E. C. 2.

*Bankers:*
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

| | | |
|---|---|---|
| Bombay | Hailar | Nicolayewsk |
| Chanchun | Hankow | O/Amur |
| (Kwan-chendze) | Harbin | Peking |
| | Hongkong | Shanghai |
| Chefoo | Manchouli | Tientsin |
| Dairen (Dalny) | Newchwang | Vladivostock |
| | | Yokohama |

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

Resources: Pesos 248,000,00

## Philippine National Bank

N The Bund, Shanghai

Telephone: Central 2741

**Head Office: MANILA**

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit

## Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale Beligique
(THE BELGIAN BANK)

**Paid-up Capital .... £2,000,000**
**Reserves ..... £481,890**

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

*President:*
JEAN JADOT
Gouverneur de la Societe Generale Belgique

*Bankers:*
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager.

## Hongkong & Shanghai Banking Corporation

SavingsBank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 8 p.m. Saturday, 10 a.m. to 12 noon.

## BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914. and October 31, 1915.

**Capital: Kuping Taels 10,000,000**

**HEAD OFFICE: PEKING**
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad; Singapore, Hongkong, Tokyo (Japan).

**SHANGHAI BRANCH**
**35 Szechuen Road**

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

## The National Commercial Bank, Ltd.

Established 1907.

**Paid-Up Capital ...$1,000,000.00**
**Reserve Fund .... 391,347.41**

*Head Office: Shanghai*
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614
*Branches:*
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

## International Banking Corporation

*Head Office:*
National City Bank Building
55 Wall Street, New York.

Capital and Surplus U.S. $6,500,000
Undivided Profits. $2,563,000.00

H. T. S. Green,
President & General Manager
*London Office:*
36 Bishopsgate, E. C.
*San Francisco Office:*
232 Montgomery Street.
*Far Eastern Branches*
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon, Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
*West Indian and Central American Branches:*
Republic of Panama: Panama, Celon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris. Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo, Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

## Yokohama Specie Bank, Limited

(Established 1880.)

*Head Office:* YOKOHAMA JAPAN.

**Capital Fully paid-up ..... Y.48,000,000**
**Reserve Fund .... Y.28,000,000**

*London Bankers:*
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd

*Branches and Agencies*

| | | |
|---|---|---|
| Batavia | Los Angeles | S. Francisco |
| Bombay | London | Seattle |
| Buenos Ayres | Lyons | Shanghai |
| | Manila | Shimonoseki |
| Calcutta | Mukden | Singapore |
| Chanchun | Nagasaki | Sourabaya |
| Dalny | Newchwang | Sydney |
| Hankow | New York | Tientsin |
| Harbin | Osaka | Tokio |
| Hongkong | Peking | Tsinanfu |
| Honolulu | Rangoon | Tsingtao |
| Kalyuen | Rio de Janeiro | Vladivostock |
| Kobe | | |

*SHANGHAI BRANCH*
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

行 銀 孚 中
## Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
*Head Office: Tientsin*

**Subscribed Capital .. $2,000,000**
**Paid-Up Capital .... $1,020,000**
**Reserve Fund .....$ 20,000**

*Managing Director:*
T. CLARENCE SUN
*Deputy Managing Director:*
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

| | | |
|---|---|---|
| Tientsin | Chinkiang | Ichang |
| Shanghai | Soochow | Changsha |
| Peking | Wusieh | Shansi |
| Hankow | Hangchow | Wuhu |
| Nanking | Ningpo | London |
| Yangchow | Shaoshing | New York |
| Hsuchow | Canton | S. Francisco |
| Pengpu | Hongkong | Boston |
| Changchun | Changteh | Tokio |
| Antung | Chengchow | Kobe |
| Kiukiang | TsinkiangpuOsaka | |
| | Yokohama | |

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Account and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. ZAI, Sub-Manager.

## Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
*Agencies in Holland:*
THE HAGUE and ROTTERDAM.

*Branches:*

| | |
|---|---|
| Bandjermasin | Penang |
| Bandoeng | Pontianak |
| Cheribon | Rangoon |
| Djember | Semarang |
| Djokjakarta | Singapore |
| Hongkong | Soerabaya |
| Kota-Radja | Soerakarta |
| Langsa | Tebing-Tinggi |
| Makassar | Tegal |
| Medan | Telok-Beton |
| Padang | Tjilatjap |
| Palombang | Weltevreden |
| Pekalongan | |

*London Bankers*
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The
## Chekiang Industrial Bank, Ltd.

Established 1908.

**Capital ..... $1,000,000**
**Reserve Fund ..... $50,000**

Head Office, Branches & Agencies.
Hangchow, Shanghai, Haimon, Lanchi.

Agencies at the principal Cities throughout China.

Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterling, Gold Dollars and Yen according to arrangements.

Credits granted on approved securities.

Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.

Interest allowed on Savings Fixed Deposits according to arrangements.

Cheque-books or Savings Pass-books at Depositor's disposal.

LI MING, *Manager.*
CHEN SIN TSENG, *Sub-manager.*
ZAI MOH ZUNG, *Sub-manager.*

## Commercial Bank of China

*Head Office:* SHANGHAI

**Sh. Tls.**
**Subscribed Capital ... 5,000,000**
**Paid-Up Capital ..... 2,500,000**

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On deposits in Dollars according to arrangement.

H. G. MARSHALL.
Chief Manager.

## The Mercantile Bank of India, Ltd.

**Subscribed Capital .. £1,500,000**
**Paid up Capital ..... 750,000**
**Reserve Fund ..... 700,000**

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

| | | |
|---|---|---|
| Bombay | Howrah | Madras |
| Calcutta | Handy | Penang |
| Colombo | Karachi | Port Louis |
| Delhi | Kota Bahru | (Mauritius) |
| Galle | (Kelantan) | Rangoon |
| Hongkong | Kuala Lumpur | Shanghai |
| | Singapore | |

*Shanghai Branch.*
VERY description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

## Banque Industrielle de Chine

**Capital ..... Francs 45,000,000**
one-third of the Capital, i. e. Frs. 15,000,000, subscribed by
**THE GOVERNMENT OF THE CHINESE REPUBLIC**
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Marseille, Vladivostock, Peking, Tientsin, Shanghai, Hongkong, Canton, Foochow, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

## The Bank Of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

**Authorised Capital $60,000,000.00**
**Paid-Up Capital . $12,279,800.00**
**Reserve Fund ... $1,298,522.60**
**Special Reserve Fund ..... $1,898,933.68**

HEAD OFFICE: PEKING.
Branches and Agencies:

| | | |
|---|---|---|
| Peking | Taiyuan | Shanghai |
| Tientsin | Kaifong | Hankow |
| Chanchun | Wuhu | Ichang |
| Antung | Anking | Changsha |
| Dalny | Hangchow | Nanchang |
| Moukden | Ningpo | Kiukiang |
| Newchwang | Nanking | Foochow |
| Harbin | Chinkiang | Amoy |
| Kirin | Hsuchow | Canton |
| Tsinan | Soochow | Hongkong |
| Chefoo | Wusieh | Swatow |
| Tsingtao | Yangchow | Chungking |

SHANGHAI BRANCH.
3 HANKOW ROAD.
Loans granted on approved Securities. Local Bills discounted. Interests allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

## ASIA BANKING CORPORATION

*An American Bank*

**Head Office—New York City**
**Head Office for the Far East, Shanghai, Corner Kiukiang and Kiangse Roads.**

OTHER BRANCH OFFICES
**Canton-Changsha-Hankow-Hongkong Manila-Peking-Tientsin**

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

## PARK-UNION

FOREIGN BANKING CORPORATION

HEAD OFFICE: 56 Wall Street, New York
*Fully Paid Capital and Surplus $2,250,000*

Owned and controlled by

The National Park Bank New York — Union Bank of Canada

We beg to announce the opening of a Branch in Shanghai in temporary quarters at

**No. 1 KIUKIANG ROAD**

BRANCHES
SAN FRANCISCO — SEATTLE
PARIS — YOKOHAMA

DIRECTORS

| | |
|---|---|
| Richard Delafield | H. B. Shaw |
| Stuyvesant Fish | R. O. McCulloch |
| Gilbert G. Thorne | Stanley E. Elkin |
| Cornelius Vanderbilt | Stephen Haas |
| R. H. Williams | F. E. Kenaston |
| E. C. Hoyt | W. J. Dawson |
| A. P. Villa | F. L. Appleby |
| Sir Wm. Price | T. Fred Aspden |

Charles A. Holder

## MEN OF WAR IN PORT

| Section | Date | From | Name | Flag and Rating |
|---|---|---|---|---|
| WTW | | | Snipe | Br. gun-boat |
| W.T.W. | | | Nightingale | Br. gun-boat |
| M.M.B. | Aug. 18 | | Wilmington | Am. gun-boat |
| O.D.W. | Sep. 10 | | Woodlock | Br. gun-boat |
| BVIII | Sep. 24 | | Suma | Jap. gun-boat |
| B.N.B. | Sep. 29 | | Bee | Br. gun-boat |
| 8 P. | Oct. 2 | | Matsukaze | Jap. destroyer |

## THE BANK OF CANTON, LIMITED.

Incorporated 1912

Capital (fully paid) .....H.$2,000,000.00
Reserve Fund...H.$ 400,000.00
Investment reserve fund ...H.$ 40,000.00

**Head Office**
No. 6 Des Voeux Road, Hongkong

**Shanghai Office**
No. 2 Ningpo Road

BRANCHES AND AGENCIES

| | | |
|---|---|---|
| Canton | Bangkok | S. Francisco |
| Batavia | Bombay | Colombo |
| New York | Manila | Samarang |
| London | Singapore | Calcutta |
| Honolulu | Rangoon | Yokohama |
| Sourabaya | Canada, etc. | |

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

## *Launch Services*

**TODAY**

The tender Alexandra conveying passengers and mails on board the P.M. s.s. Ecuador will leave the Customs Jetty at 8:30 a.m.

The tender conveying passengers on board the O.S.K. s.s. Kohoku Maru will leave the Canton Road Jetty at 11 a.m.

The tender conveying passengers and mails on board the N.Y.K. s.s. Shidzuoka Maru will leave the Customs Jetty at 5 p.m.

**TOMORROW**

The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 11.30 a.m.

**Friday, October 17, 1919.**

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 2 p.m.

**Friday, October 31, 1919.**

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Paul Lecat will leave the M.M. Jetty (French Bund) at 10 a.m.

## *Provision Prices In Local Market*

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on October 7, 1919.

| | | |
|---|---|---|
| **Butcher's Meat** | | |
| Beef | per lb. | 14-20 |
| Mutton | ,, | 16-20 |
| Pork | ,, | 25-30 |
| Veal | ,, | 25-30 |
| **Fish** | | |
| Bream | per lb. | 18-20 |
| Cod | ,, | 16-20 |
| Mandarin | ,, | 20-30 |
| Mackerel | ,, | 30-40 |
| Pomfret | ,, | 30-40 |
| Salmon | ,, | 18-20 |
| Samli | ,, | 30-40 |
| Soles | ,, | 16-20 |
| Whitebait | ,, | none |
| **Game, Poultry And Eggs** | | |
| Deer | each | none |
| Duck | ,, | 40-60 |
| Hare | each | 35-40 |
| Eggs | per doz. | 18-20 |
| Fowl | per lb. | 18-20 |
| Geese | each | 50-80 |
| Pheasant | ,, | 50-60 |
| Quail | ,, | 14-16 |
| Quail | ,, | 18-20 |
| Snipe | ,, | 14-16 |
| Teal | ,, | 14-16 |
| Turkey | per lb. | 45-50 |
| Woodcock | each | 45-50 |
| Wild Duck | ,, | 30-40 |
| **Fruit** | | |
| Apricots | per lb. | none |
| Apples | ,, | 12-20 |
| Bananas | ,, | 5-6 |
| Figs | per doz. | none |
| Lemons | each | 5-7 |
| Lichees | per lb. | none |
| Mangoes | each | none |
| Oranges | per doz. | $0.90-1.00 |
| Peaches | per lb. | none |
| Pears | ,, | 10-12 |
| Persimmons | ,, | 8-10 |
| Peeboes | ,, | none |
| Plums | ,, | none |
| Pumeloes | each | 15-20 |
| Pineapples | ,, | none |
| Strawberries | per lb. | none |
| Walnuts | ,, | 12-14 |
| **Vegetables** | | |
| Artichokes | each | 5-6 |
| Asparagus | per doz. | 20-30 |
| Bread Beans | per lb. | 4-5 |
| Beetroot | per bunch | 2-3 |
| Bamboo Shoots | per lb. | none |
| Cabbage | each | 4-6 |
| Carrots | per bunch | 2-3 |
| Cauliflower | each | none |
| Celery | per bunch | 10-12 |
| Egg Plant | per lb. | 6-8 |
| French Beans | ,, | 6-8 |
| Green Corn | each | 2-3 |
| Leeks | per bunch | 2-3 |
| Mushrooms | per lb. | 40-50 |
| Onions | ,, | 5-6 |
| Parsnips | per bunch | 3-4 |
| Peas | per lb. | 15-18 |
| Potatoes | per picul | $2.40-$2.60 |
| Radishes | per bunch | 1-2 |
| Spinach | per lb. | 4-5 |
| Tomatoes | ,, | 4-5 |
| Turnips | per bunch | 2-3 |
| **Grain And Flour** | | |
| Flour, American | per 50 lbs. | |
| Flour, Australian | ,, | $3.60 |
| Flour, Shanghai | ,, | $2.50 |
| Rice | per 200 lbs. | $9.20 |
| **Milk** | | |
| Foreign dairies | per bottle | 20 |
| Chinese dairies | ,, | 17 |
| **Fodder** | | |
| Barley | per 114 lbs. | $2.70 |
| Bran | ,, | $2.25 |
| **Fuel** | | |
| House Coal | per ton | Tls. 19.00 |
| Stove Coal | ,, | Tls. 23.00 |
| Firewood | per 50 bundles | $1.00 |
| **Laundry** | | |
| Per 100 articles | | $3.00-$4.00 |

E. KILNER,
Chief Inspector.

# Financial And Commercial News

## Exchange and Bullion

Shanghai, October 11, 1919.
**Money And Bullion**
Sovereigns: buying rate,
@ 6/3=Tls. 3.2000
@ exch. 74.4=Mex. $4.3011
Gold Dollars: Bank buying rate,
@ 131¾=Tls. 75.90
@ 74.4=Mex. $102.02
Mex. Dollars: Marget rate: 74.2
S'hai Gold Bars: 978 touch
Tls. 180
Copper Cash .. per tael 184.000
Native Interest ..... Tls. 12

**Latest London Quotations**
Bar Silver ..... 62⅞d.
Bank Rate of Discount ..... 5%
Ex., Paris on London .. Fr.
Ex., New York on London T.T.

**Exchange Closing Quotations**
London ..... T.T. 6/3
London ..... Demand 6/3¼
India ..... T.T. 303
Paris ..... T.T. 1100
Paris ..... Demand 1103
New York ..... T.T. 131½
New York .... Demand 131¾
Hongkong..... T.T. 66½
Japan ..... T.T. 38¾
Batavia ..... T.T. 334½
Singapore ..... T.T. 37¾

**Banks Buying Rates**
London ..... Demand 6/4
London Nom. 4 m/s. Cdts. 6/6½
London Nom. 4 m/s. Dock| 6/6¾
London Nom. 6 m/s. Cdts. 6/7½
London Nom. 6 m/s. Docy. 6/7½
Paris ..... Nom. 4 m/s. 1210
New York ... o/d. Docy. 133½
New York ..... 4 m/s. 140¼

### ROUBLES EXCHANGE
Today's Bank Buying Rate
For Roubles
Roubles 8,400 ..... =Tls. 100
Roubles 100 ..... =Mex. $1.50

**CUSTOM HOUSE EXCHANGE RATES FOR OCTOBER**

| | | | |
|---|---|---|---|
| Hk. Tls. | 2.86 | @ 6/3¼ | £1 |
| ,, | 1 | @ 1065 Fr. | 11.86 |
| ,, | 0.68 | @ 131¼ Gold | $1 |
| ,, | 1 | @ 38¾ Yen | 2.87 |
| ,, | 1 | @ 15 Rupees | 5.24 |
| ,, | 1 | @ 1.50 Mex. | $1.50 |
| ,, | 1 | @ — Roubles | — |

## Stock Exchange
**Transactions**

Shanghai, October 11, 1919.
**Official**
Chempedak Tls. 6.00
Java Consolidated Tls. 12.00
Y'poo Cotton Tls. 19.30 Dec.
New Eng. Tls. 29.75 Dec.
Tls. 29.50 December
S. & H. Wharf Tls. 130.00 Dec.
**Unofficial**
S. & H. Wharf Tls. 130.00 Dec.
New Eng. Tls. 29.50 Dec.
Tls. 30.00 December

## Sharebrokers' Association
**Transactions**

Shanghai, October 11, 1919
**Official**
Telephones Tls. 74.00 cash
Ziangbe Tls. 4.75 cash
**Unofficial**
S.M.C. 6% 1916 Debs.
Tls. 78.00 cash

**The China Mutual Life Insurance Co., Ltd.**

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai

**ASTOR HOUSE HOTEL**
TIENTSIN.

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

## Shanghai Produce & Stock Exchange
**Transactions**

Shanghai, October 11, 1919
Shanghai P. & S. Exchange
Tls. 29.60 November
Tls. 30.70 December
Japan-China S. & W. Co.
Tls. 36.50 November
Tls. 40.00 December
Local Yarn
Water Moon 16/20's
Tls. 242.30 January
Tls. 242.90 February
Local Yarn For Standard
Tls. 231.30 December
Tls. 230.00 Nov.

## Hongkong Market

In their report for week ending October 3, Messrs. Moxon and Taylor write as follows:

The week under review included a very large local Settlement which was concluded on the 29th September. The flow of business was considerably interrupted owing to this. Prices all round have on the whole been well maintained and a fair number of transactions have to be recorded. Money in the Colony is distinctly tighter and it is possible this may re-act presently upon the share market.

Shanghai market which was very strong last week in nearly all sections has eased off a bit but the difference in rates is small.

Banks.—Hongkong Banks are nominal at $670.

Marine Insurances.—Cantons are wanted at $445 and North Chinas at Tls. 200. Unions are quiet but steady at $220. Yangtszes at $270 are without business.

Fire Insurances.—China Fires at $133 are nominal. Hongkong Fires are wanted at $345.

Shipping.—Douglas have weakened slightly and there are now possible sellers at $85 ex the dividend of $6 just declared. Steamboats are quiet at $24¾. Deferred Indos following a jump in the London price, spurted upwards to $196 during the week but at the close, the market is easier with sellers at $195. London quotes £50. Star Ferries have sellers at $34.

Refineries.—China Sugars are very quiet at $117. Malabons at $46 are without business.

Oils And Mining.—Raubs at $2.10 are for sale. Ural Caspians are nominal at 47/6 and Tronohs are wanted at 38/9 ex rights. Kailans at 70/- have good buyers—a higher rate could probably be paid. Langkats have gone to the North at Tls. 20 where there is a fair demand at this rate and Tls. 22½ for December. Shells are quoted 175/— buyers.

Docks, Wharves and Godowns.—Kowloon Wharves have again been the medium of a fair amount of business round about at $110 for cash and equivalent rates forward. The market is quiet. Hongkong Docks improved their position slightly to a buying rate of $183 but shares are forthcoming at that figure. Shanghai Docks eased off under some selling pressure but after sales at Tls. 121 have again firmed up and are now wanted at Tls. 123 in Shanghai. New Engineerings have buyers at $30.

Lands, Hotels and Buildings.—Centrals are ready at $109½. Hongkong Lands at $120 are in request. Humphreys are wanted at $9¼. Hotels ar nominal at $120 and Kowloon Lands at $46 as are Reclamations at $175. West Points have changed hands at $90 and at this rate, the market is very quiet.

Electric Companies.—Hongkong Electrics have possible sellers at $82. China Lights are wanted at $7½ and $5½ for the old and new. Hongkong Trams are quiet at $8¼.

Miscellaneous.—China Borneos at $12¾ are without business. Dairy Farms have issued their Report for the past year of which the following is a resume. Shares are offered at $28 cum all.

Ropes at $29 are in request. Providents have sellers at $8¾. Cement are very weak with sellers at $7.70 with no buyers in evidence. Powells at $12 are wanted. Waterboats could be had at $15. Steam Laundries at $3¼ are in demand. Watsons are still wanted at $6. Steel Foundries could be placed at $10 ex dividend of $2 just paid.

Exchange.—The Demand selling rate on London is 4/2-7-16 ad the T.T. selling rate on Shanghai is 64¼.

## Singapore Rubber Auction

Singapore, September 24 and 25.—Following were the prices realised at the auction this week:

| | Singapore per lb. Cents. |
|---|---|
| **Sheet** | |
| Singapore Standard Ribbed ..... | 98½/90 |
| Off Quality Ribbed .. | 90/83 |
| Smoked Good Plain . | Nil |
| Smoked Fine Plain .. | Nil |
| Unsmoked Fine Ribbed ..... | Nil |
| Unsmoked Good Ribbed ..... | Nil |
| Unsmoked Fine Plain | Nil |
| Unsmoked Good Plain | Nil |
| **Crepe** | |
| Singapore Standard first Latex .... | 98½/90 |
| Off Color Latex .... | 88½/79 |
| Good Pale Blanket.. | Nil |
| Good Brown Blanket. | Nil |
| Fine Brown ..... | 76½/70 |
| Good Brown ..... | 70/63½ |
| Good Dark ..... | 65½/59½ |
| Barky ..... | 62½/57 |
| **Scrap** | |
| Virgin and Pressed.. | Nil |
| Loose ..... | Nil |
| Cupwashing ..... | Nil |

Catalogued for sale: 3,231,475 lbs. (about 1,443 tons).

Sold 721,843 lbs. (about 322 tons).

At the commencement of this week's auction a strong demand was manifest for all grades. One lot of Standard Ribbed Smoked Sheet realised $1.01½ and one lot of Standard first Latex $1.01. The bidding suddenly fell off, however, and lot after lot was withdrawn, as no reasonable offers were forthcoming. Very shortly the market value of both Standard Grades dropped from 98½ to 90 cents, but there were no sellers at these prices, some catalogues being entirely taken out.

There was a fair demand for Fine and Good Brown Crepes which sold at about 7-11 cents cheaper than last week, whereas Dark and Barky Crepes showed a decline from 4-5 cents.

At the resumption this morning one or two speculators stopped in and put the market up to 93-94 cents for a few lots of both Standard Grades, one lot of Ribbed Smoked Sheet realising 95½ cents. Directly the sales closed, however, there was a fresh decline, the market at present being weak with a downward tendency.

Meyer and Measor.

## Freight Market

Messrs. Wheelock and Co. write as follows in their report dated October 9:

The situation in our Homeward Freight market is as follows:

To United Kingdom and Continent:—Owing to the labor troubles in Europe and the consequent depressed state of the home markets combined with the extraordinarily high exchange now ruling here there is very little new business being done, at the same time there is still considerably more cargo offering than the Conference steamers can handle.

To United States via Pacific:—This berth is rather quiet at the moment and we attribute this principally to the abnormally high rate of exchange which is making business in certain lines next to impossible. As long as exchange keeps up at its present level there is little prospect of any new business being done; in the meanwhile Tariff No. 15 has come into force and is given on the next page.

Coastwise:—Since last writing the embargo on rice from Wuhu has been lifted as from the 5th inst. and several "liners" have been fixed for Swatow, otherwise the market is quiet. Enquires are coming in from the Northern Ports as is usual at this time of the year before they close for the winter and rates are firm:—The Newchwang Canton rate has improved from 50 cents to 70 cents a picul.

## Herr Hindenburg

Here is Herr von Hindenburg, former leader of the German forces, photographed while walking down Unter den Linden wearing a business suit and sporting a new straw hat. According to late news despatches von Hindenburg will be a candidate of the National People's Party at the coming Presidential elections.

## Cotton Market

In their report dated October 10, Messrs. A. B. Rosenfeld and Co. write as follows:

China Cotton.—Fluctuations in the cotton market during the past week have been within a rather narrow range of prices. Although trading was fairly active, operations were more of a professional than general character. Local mills seem to regard the present level of prices as offering little inducement to buy considering that exports are at a standstill and the final outturn of the crop is far more favorable than anticipated. The brilliant weather we have been having has more than helped the maturation of the late planting and in consideration of same they have assumed a waiting attitude.

## Rubber Prices

Messrs. Meyer and Measor, Singapore, report that the Auctions this week showed prices of cents 87½ to 89½ for Pale Crepe and cents 86½ to 90 for Smoked Sheet, the tendency of the market being steady.

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with the last weekly report auctions held on October 8.

Average price realised.

No. 1 Smoked Sheet—0.89 per pound equivalent to 2s. 1½d. ex warehouse Singapore.

No. 1 Crepe—$0.89 per pound equivalent to 2s. 1½d. ex warehouse Singapore.

Market steady.

## Coal Market

In their report dated October 9. Messrs. Wheelock and Co. write as follows:

Japan Coal:—We have to report another very quiet fortnight in this market with nothing doing beyond the usual deliveries under contract but the time is approaching for the consideration of next year's contracts and we expect to see some more "life" in the market in the course of the next few weeks.

Fushun Coal:—No change.

Kaiping Coal.—This market has ruled quiet but firm during the past fortnight. Although coal has been taken regularly under contract there is little new business to report. Prices in the North are very firm owing to large exports to Japan and the demand for better grades exceeds the supply. It is anticipated that in the next few weeks vendors will be a position to negotiate for next year's supplies and in this connection the prospects for cheaper prices are somewhat remote as owners will not charter at under current figures so that there are indications of rates remaining firm.

### Siccawei Weather Report

10.—Anticyclone steady in the neighborhood of Lake Baikal; the pressure continues to rise in China; there is still a deprpession, off the W. coast of Luzon. Cloudy but fine day, with mist and dust, the high banks of which have given, since three days a very peculiar reddish coloration to the son and the moon, every morning and evening.

11.—Thick mist and banks of fog. The pressure remains high, and light ENE. breezes continue to prevail.

## Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated October 9.

The Exchange was closed on Wednesday, 8th instant, being the Mid-Autumn Festival, and on Friday, 10th instant, for the Government National Festival.

The tone of the market is unchanged during the past week.

Rubbers remain practically unchanged. Cottons generally have advanced both for Cash and Forward. Docks and Wharves remains steady.

## Amusements

**Towa Cinema**

PROGRAMME
for
October 13th, 14th, 15th & 16th

See Here! See! Our new serial!
"The Moon Child"
A Picture of 17 Thrilling Episodes

A New L-Co Comedy

Admission Prices: 30 cts, 20 cts and 10 cts.

**Towa Cinema Theatre**
Woochang Road

PROGRAMME
for
October 12th
See here! Again our big offer! Newly arrived serial picture of 25 Episodes.
"The Girl From Frisco"
Episode 1
"The Fighting Heiress"
Episode 2
"The Son of Cain."
and the
CHAPLIN COMEDY
"A Dog's Life"
Admission prices: 60, 40 and 20 Cts.

**ISIS THEATRE**

SUNDAY MATINEE & EVENING
"THE DISCIPLE"
Five Parts
and
"BEATRIX FAIRFAX"
11th Episode.

PROGRAMME FOR
Monday, 13th October
UNIVERSAL'S MOST WONDERFUL SERIAL
"THE MYSTERY SHIP"
1st, 2nd and 3rd Episodes.
6 Parts
Also "BEATRIX FAIRFAX"
12th Episode.

Six Episodes of "THE MYSTERY SHIP" will be exhibited every week, three episodes with every change of programme.

## Amusements

**New Helen Theatre**
Haining Road.

PROGRAMME
for
Sunday, 12th October
Universal's Wonder Serial
"The Bull's Eye"
1st and 2nd Episodes

ALSO SHOWING
Two Highly Amusing
Lonesome Luke
Comedies
One Chaplin Comedy
2 Parts

Saturday Matinee
SPECIAL PROGRAMME

Sunday Matinee
"THE TIGER'S TRAIL"
9th and 10th Episodes
and
"THE BULL'S TRAIL"
1st and 2nd Episodes

**Victoria Theatre**

SHOWING
OCTOBER 12th
VIVIAN MARTIN
IN
"Her Father's Son"
FIVE PARTS

MATINEE:
SATURDAY AT 4 P.M.
SHOWING
"OLIVER TWIST"

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**WRESTLING MATCHES**
**150 SELECTED CHAMPION WRESTLERS**
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60 Matches Every Night!
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## AMUSEMENTS

5th Season **LYCEUM THEATRE** 5th Season

**THE FRAWLEY COMPANY**

LAST NIGHT -:- LAST NIGHT

Monday, October 13th
GOOD-BYE NIGHT
By General demand
"THREE WISE FOOLS"

Prices $3, $2 and $1 Booking at Moutrie & Co.
N.B. The Curtain rises promptly at 9.15 p.m. 25795

OCTOBER 11th @ 12th **APOLLO THEATRE**
DAVID W. GRIFFITH
Presents
**NORMA TALMADGE**
THE WELL-KNOWN CINEMA STAR
in
**"Martha's Vindication"**
A Drama In Five Parts
It is one of those screen plays that depend almost entirely on acting. The acting of NORMA TALMADGE as "MARTHA" is a splendid piece of realism

PATHE'S BRITISH AND AMERICAN GAZETTES

Lonesome Luke in "PISTOLS FOR BREAKFAST"
One-Part Harold Lloyd Comedy

Matinee, Today 3 p.m.
"THE NO-GOOD GUY"
5-part comedy drama

**SPECIAL PROGRAMME**
AT THE
**OLYMPIC THEATRE**
For October 12th & 13th
AND
MATINEE on SUNDAY
PRESENTING
A Special Seven-Part Production
**"THAIS"**
By ANATOLE FRANCE
THE STORY OF THE SAINT WHO BECAME A SINNER AND THE SINNER WHO BECAME A SAINT.
SPECIAL MUSIC
ADMISSION PRICES: $1.50 & $1.00

**LYCEUM THEATRE**
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**Russian Grand Opera Co.**
Personal Representative: L. FEODOROFF

| | | | |
|---|---|---|---|
| Wednesday, | October | 15th - | "AIDA" |
| Thursday, | ,, | 16th - | "FAUST" |
| Friday, | ,, | 17th - | "CARMEN" |
| Saturday, (Matinee) | ,, | 18th - | "LAKME" |
| Saturday, (Evening) | ,, | 18th - | "TOSCA" |

PRICES: Boxes $20.00; Dress Circle and Stalls $5.00; Pit $3.00 and Gallery $2.00

SPECIAL NOTICE
Matinee and Evening Performances on Sundays at
OLYMPIC THEATRE
SUNDAY, Oct. 19th (Matinee) "FAUST"
SUNDAY, Oct. 19th (Evening) "PIQUE-DAME"
Usual Prices at Matinees Only

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Time: Evening 9.15 and Matinee 3 p.m. SHARP.
Under the Direction of A. STROK.

# GENERAL SHIPPING NEWS

## Vessels Loading

### For River Ports

**HANKOW & PORTS.**—The Str. **Kiangfoo**, Captain J. M. Johennessen, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

**HANKOW & PORTS**—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Monday, October 13**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

**HANKOW & PORTS**—The China Navigation Co.'s Steamer **Ngankin**, Captain Meathrel, will leave from the French Bund on **Monday, October 13**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**HANKOW & PORTS.**—The Str. **Kinaghsin**, Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage, apply to **C.M.S.N. Co.**

**HANKOW & PORTS**—The Indo-China S. N. Co.'s S.S. **Hwah Lee**, (Chartered) 1,151 Tons, Captain Lee, will sail for the above-mentioned ports from Hunts Wharf on **Monday, October 13**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Tuesday, October 14**, For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

**HANKOW & PORTS.**—The Co.'s Steamer **Tafoo Maru**, Capt. H. Yamasaki, will be despatched from N.K.K. Pootung Wharf on **Tuesday, October 14**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

**HANKOW & PORTS**—The Indo-China S. N. Co.'s S.S. **Loongwo**, 3,925 Tons, Captain Findeison, will sail for the above-mentioned ports from Hunt's Wharf on **Tuesday, October 14**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 240, Passage Tel. C. 240 Passage.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Wednesday, October 15**, For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

**HANKOW & PORTS.**—The China Navigation Co.'s Steamer **Tatung**, Captain Williams, will leave from the French Bund on **Thursday, October 16**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**HANKOW & PORTS.**—The Indo-China S. N. Co.'s S.S. **Luenho**, 2,868 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on **Thursday, October 16**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

**HANKOW & PORTS**—The China Navigation Co.'s Steamer **Luenyi**, Capt. Frazier, will leave from the French Bund on **Friday, October 17**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**HANKOW & PORTS**—The Indo-China S. N. Co.'s S.S. **Suiwo**, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on **Friday, October 17**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

**HANKOW & PORTS**—The Indo-China S. N. Co.'s S.S. **Waishing**, 1,864 Tons, Captain Tapsell, will sail for the above-mentioned ports from Hunt's Wharf on **Saturday, October 18**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

### For Southern Ports

**TAKAO (FORMOSA) via FOOCHOW & KEELUNG.**—The Str. **Kohoku M.** Capt. M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **October 12** at noon. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha, at 11 a.m. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 and 4235.

**SWATOW, HONGKONG and CANTON.**—The China Navigation Co.'s Str. **Chenan**, Captain H. E. Laver, will leave from the French Bund on **Sunday, October 12**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. French Bund. Freight Tel. 77, Passage Tel. No. 401.

**FOOCHOW.**—The Str. **Haean**, Captain F. H. Wallace, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

**NINGPO.**—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott, R. N. R., will leave from the French Bund on **Monday, October 13**, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**NINGPO.**—The Str. **Kiangteen**, Capt. D. D. Ross, will leave on **Tuesday** afternoon at 4 p.m. For Freight or Passage, apply to **C.M.S.N. Co.**

**AMOY, HONGKONG & CANTON.**—The Str. **Taishun**, Captain C. Westerlund, will leave on **Tuesday** morning. For Freight or Passage, apply to **C.M.S.N. Co.**

**HONGKONG & CANTON.**—The China Navigation Co.'s Steamer **Shantung**, Captain Monkman, will leave from the French Bund direct for the above ports on **Tuesday, October 14**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

**AMOY, HONGKONG & CANTON.**—The China Navigation Co.'s Steamer **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, October 16**, at 2 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents Freight Tel. No. 77, Passage Tel. No. 401.

**HONGKONG.**—The Str. **Canada Maru**, Captain T. Nimoto, will be despatched from the Co.'s Yangtszepoo Wharf on **November 14**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at——— For **Freight** and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

### For Northern Ports

**CHEFOO & TIENTSIN.**—The Str. **Hsinming**, Captain Mackinon, will leave on **Sunday** morning. For Freight or Passage, apply to **C.M.S.N. Co.**

**CHINWANGTAO DIRECT.**—The Kailan Mining Administration, will despatch the following Steamer **Kaiping**, on **October 12.** For Freight or Passage, apply to Agent, 1 Jinkee Road. Tel. 319.

**WEIHAIWEI, CHEFOO & TIENTSIN.**—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Tuebben, will leave from the French Bund on **Tuesday, October 14**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

**CHEFOO & NEWCHWANG.**—The Str. **Yushun**, Captain J. H. Davis, will leave on **Tuesday**, morning. For Freight or Passage, apply to **C.M.S.N. Co.**

**TIENTSIN and DAIREN via TSINGTAO.**—The Str. **Keelung Maru**, Capt. Y. Fukumi, will be despatched from the Co.'s Yangtszepoo Wharf on **October 14.** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha. at———on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. 4234 and 4235.

**WEIHAIWEI, CHEFOO & TIENTSIN.**—The China Navigation Co.'s Steamer **Chekiang**, Captain H. A. Walker, will leave on **Thursday, October 16**, at 2 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

**TSINGTAO.**—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from Watung Wharf on **Friday, October 17**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

### For Foreign Ports

**TACOMA & SEATTLE CALLING at VICTORIA B.C. N'SAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.**—The O.S.K. Str. **Manlia Maru**, Capt. S. Kobayashi, will be despatched on **October 20.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. 4234 and 4235.

**LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.**—The Steamer **Celebes Maru**, Captain T. Konishi, will be despatched from the Co.'s No. 9 Buoy Wharf on **November 3.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

**LONDON, via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, ANTWERP and ROTTERDAM.**—The Steamer **Alps Maru**, Captain T. Yamaguchi, will be despatched from the Co.'s No. 9 Buoy or about middle Nov. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 and 4235.

## Sailed from Shanghai

| | | |
|---|---|---|
| **For San Francisco** | | |
| Silver Shell | Sep. | 9 |
| Venezuela | Sep. | 14 |
| China | Sep. | 14 |
| West Conab | Sep. | 14 |
| Tacoma | Sep. | 23 |
| West Vaca | Oct. | 1 |
| Tancred | Oct. | 5 |
| **For Tacoma** | | |
| Javary | Sep. | 29 |
| Justin | Sep. | 30 |
| **For Seattle** | | |
| Africa Maru | Sep. | 1 |
| West Henshaw | Sep. | 8 |
| Western Knight | Sep. | 14 |
| Eldridge | Sep. | 16 |
| Edmore | Sep. | 23 |
| City of Spokane | Oct. | 7 |
| **For Port Townsend, U.S.A.** | | |
| L. W. Ostrander | Sep. | 6 |
| **For Vancouver** | | |
| Methven | Sep. | 12 |
| Melville Dollar | Sep. | 16 |
| Harold Dollar | Sep. | 21 |
| **For New York** | | |
| Sagaporack | Sep. | 12 |
| Teenkai | Sep. | 12 |
| **For London etc.** | | |
| Kamo Maru | Sep. | 1 |
| Ajax | Sep. | 4 |
| Nagoya | Sep. | 7 |
| Altai Maru | Sep. | 10 |
| Aikoku Maru | Sep. | 12 |
| Iyo Maru | Sep. | 15 |
| Elpenor | Sep. | 18 |
| Gleniffer | Sep. | 19 |
| Alaska Maru | Sep. | 21 |
| Atsuta Maru | Sep. | 30 |
| Titan | Oct. | 8 |
| **For Liverpool** | | |
| Antilochus | Sep. | 11 |
| Orestes | Sep. | 18 |
| **For Genoa** | | |
| Caroline Maru | Sep. | 15 |
| **For Marseilles** | | |
| Kibi Maru | Sep. | 13 |
| Karachi Maru | Sep. | 24 |
| Porthos | Sep. | 29 |
| Batavia | Oct. | 5 |
| Java Maru | Oct. | 6 |
| **For Trieste** | | |
| Gablonz | Sep. | 14 |
| **For Bombay** | | |
| Dilwara | Oct. | 1 |
| Dunera | Sep. | 3 |
| **For Java** | | |
| Tjilatjap | Sep. | 6 |
| Tjitaroem | Sep. | 18 |
| **For Batavia** | | |
| Oyleric | Sep. | 14 |
| **For Calcutta** | | |
| Itola | Sep. | 1 |
| Japan | Sep. | 28 |


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S.S. "NOVARA" leaving about 3rd December
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S.S. "DUNERA" beginning of November
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Passenger Department, Palace Hotel, 19 The Bund, Shanghai.
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|---|---|---|---|---|
| *CELEBES MARU | 18,000 | T. Konishi, | Nov. 1 | Nov. 3 |
| *ALPS MARU | 18,000 | T. Yamaguchi, | Middle of Nov. | |

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

| | Tons | Capt. | Arrive | Leave. |
|---|---|---|---|---|
| *MANILA MARU | 18,000 | S. Kobayashi, | Oct. 19 | Oct. 20 |
| AFRICA MARU | 12,000 | H. Yamamoto, | Nov. 21 | Nov. 22 |

FOR HONGKONG

| | Tons | Capt. | Arrive | Leave. |
|---|---|---|---|---|
| CANADA MARU | 12,000 | T. Nimoto, | Nov. 13 | Nov. 14 |
| MEXICO MARU | 12,000 | K. Kamiya, | Nov. 29 | Nov. 30 |

FOR NORTH CHINA PORTS (Tientsin and Dairen).

| | Tons | Capt. | Arrive | Leave. |
|---|---|---|---|---|
| KEELUNG MARU | 3,000 | Y. Fukami, | Oct. 12 | Oct. 14 |

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

| | Tons | Capt. | Arrive | Leave. |
|---|---|---|---|---|
| KOHOKU MARU | 5,000 | M. Tsubaki, | Oct. 10 | Oct. 12 |

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PORTLAND
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| S.S. Colombia | Nov. 8 | S.S. Venezuela | Nov. 15 |
| S.S. Venezuela | Dec. 5 | S.S. Ecuador | Dec. 13 |

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|---|---|---|---|
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| due at Shanghai Oct. 14. | due at Shanghai about Oct. 2 |
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| 8,800 tons | 8,800 tons |
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S.S. "WESTERN GLEN," "WEST IBIS," "WEST CADDO," "WEST HENSHAW," "DUEL," "ELKRIDGE" & "EDITOR"
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Through rates quoted and through B/L's issued to all overland points in U. S. and Canada.
SHANGHAI OFFICE: No. 7 JINKEE ROAD.
Tel. No. Central 2557.
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CHINA MAIL S.S. CO., LTD
THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
(SUBJECT TO CHANGE)
SAILINGS FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU
S.S. "NILE" ..... OCT. 14th
S.S. "NANKING" ..... NOV. 8th
S.S. "CHINA" ..... NOV. 25th
*S.S. "NANKING" does not call at NAGASAKI
FOR HONGKONG DIRECT
S.S. "NANKING" ..... OCT. 25th
S.S. "CHINA" ..... NOV. 10th
S.S. "NILE" ..... DEC. 6th
For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773 Cable Address: "CHIMAIL"

# SHIPPING

# N.Y.K.

## NIPPON YUSEN KAISHA

**( Japan Mail Steamship Co.)**

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles and England:

| | Tons | Capt. | |
|---|---|---|---|
| KAGA MARU | 12,500 | N. Segawa, | Oct. 27 |
| YOKOHAMA MARU | 12,500 | K. Okamoto, | Nov. 10 |

AMERICAN LINE

For Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington, Shanghai, Kobe and Osaka Line (Via Moji).

| | Tons | Capt. | |
|---|---|---|---|
| SUWA MARU | 21,000 | R. Shimizu, | Nov. 5 |

KOBE TO SEATTLE

| | Tons | Capt. | |
|---|---|---|---|
| KATORI MARU | 19,000 | E. Tozawa, | Oct. 28 |

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

| | Tons | Capt. | |
|---|---|---|---|
| CHIKUGO MARU | 5,500 | Y. Yoshida, | Oct. 21 |
| KASUGA MARU | 7,000 | E. Takahashi, | Oct. 28 |
| YAMASHIRO MARU | 7,000 | T. Terada, | Nov. 4 |

SHANGHAI, KOBE AND OSAKA LINE (Via Moji).

| | Tons | Capt. | |
|---|---|---|---|
| OMI MARU | 7,000 | H. Yamamoto, | Oct. 15 |
| KUMANO MARU | 9,500 | T. Sasaki, | Oct. 18 |
| TAKESHIMA MARU | 4,500 | D. Awashima, | Oct. 22 |
| YAWATA MARU | 7,000 | H. Mojiri, | Oct. 25 |

FOR JAPAN

| | Tons | Capt. | |
|---|---|---|---|
| TAMBA MARU | 12,500 | K. Stoano, | Oct. 23 |

FOR HONGKONG

| | Tons | Capt. | |
|---|---|---|---|
| KASHIMA MARU | 19,000 | M. Machida, | Nov. 9 |

FOR MANILA AND HONGKONG

| | Tons | Capt. | |
|---|---|---|---|
| SUWA MARU | 21,000 | R. Shimidzu, | Oct. 15 |

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

| | Tons | Capt. | |
|---|---|---|---|
| NIKKO MARU | 10,000 | G. Yamazaki, | Oct. 22 |
| AKI MARU | 12,500 | S. Shibata, | Nov. 19 |
| TANGO MARU | 14,000 | M. Nishimura, | Dec. 24 |

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.



## CHINESE GOVERNMENT RAILWAYS

## TIENTSIN-PUKOW LINE

## TIME TABLE.

(Published by order of the Administration)

March 15th, 1919, and until further notice

| Mail 101. | Mail 3. | | Miles | Peking-Mukden Line | | Mail 4. |
|---|---|---|---|---|---|---|
| 20.35 | 8 35 | | 0 | dep. Peking arr. | | 19 50 |
| 23.45 | 11.12 | | | arr. Tientsin-Central dep. | | 17.00 |
| 23 5 | 11.17 | | 84 | dep. Tientsin-Central arr. | | 16.53 |
| 24 00 | 11 25 | | | arr. Tientsin-East dep. | | 16.45 |
| 19.55 | | | 524 | arr. Mukden dep. | | |

| Local 5. | Mail 3. | Exp. 1. | | Tientsin-Pukow Line | | Exp. 2. | Mail 4. | Local 6. |
|---|---|---|---|---|---|---|---|---|
| 6 45 | 9 45 | 11.30 | 0 | dep. | Tientsin-East arr. | 17.05 | 15.45 | 20.15 |
| 6 55 | 9 55 | 11.40 | 2.71 | arr. | Tientsin-Central dep. | 16 55 | 15.35 | 20.05 |
| 7.45 | 10 15 | 11 55 | | dep. | Tientsin-Central arr. | 16.31 | 15.20 | 19.45 |
| 12.04 | 16.10 | 15.30 | 78 | dep. | Tsangchow dep. | 13 05 | 11.28 | 15.28 |
| 16 41 | 19 20 | 18.08 | 148 | dep. | Techow dep. | 10.39 | 8.47 | 11.56 |
| 19 57 | 22.12 | 20.21 | — | arr. | Tsinanfu dep. | 8.06 | 6.00 | 8.30 |
| 7 | : | | 220 | | : | | | 8. |
| 6 00 | 22 25 | 20.31 | — | dep. | Tsinanfu arr. | 7.56 | 5.40 | 19.02 |
| 9 27 | 1.00 | 22.31 | 266 | dep. | Taianfu dep. | 6.01 | 3.25 | 16.24 |
| 2.27 | 5 47 | 0 38 | 318 | arr. | Yenchowfu dep. | 3 49 | 0.40 | 13.00 |
| 2 47 | 4 02 | 0.48 | | dep. | Yenchowfu arr. | 3.39 | 0.02 | 12 48 |
| 6 30 | 6.55 | 3.16 | 377 | dep. | Linchwang dep. | 1.20 | 21.24 | 9.26 |
| 9 02 | 8.45 | 4.50 | —. | arr. | Hsuchowfu dep. | 23.36 | 19.20 | 6.30 |
| 9. | : | | 420 | | : | | | 10. |
| 5 40 | 9 00 | 4 57 | — | dep. | Hsuchowfu arr. | 23.29 | 19.00 | 20.50 |
| 11 26 | 13.02 | 8.33 | | arr. | Pengpu dep. | 19.53 | 14.55 | 15.20 |
| 11 51 | 13 20 | 8 40 | 523 | dep. | Pengpu arr. | 19.46 | 14.35 | 14.09 |
| 18 27 | 17.34 | 11.52 | 600 | dep. | Chuchow dep. | 16.48 | 10.50 | 8.27 |
| 20.08 | 18.55 | 13.00 | 631 | arr. | Pukow dep. | 15.30 | 9.20 | 6.40 |

| N. Exp. | Exp. | | | Shanghai-Nanking Line | | Exp. | N. Exp. |
|---|---|---|---|---|---|---|---|
| 23.00 | 14.20 | 0 | dep. | Nanking-Ferry | arr. | 14.15 | 6.50 |
| 7.00 | 21.00 | 193 | arr. | Shanghai-North | dep. | 7.55 | 23.00 |

| Yenchowfu-Tsiningchow Branch Line | | | | | Linceng-Tsochwang Branch Line | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 13.10 | 4.10 | d. Yenchowfu a. | 12.08 | 23.53 | 21.30 | 16.40 | 9.30 | d. Lincheng a. | 6.28 | 15 50 | 21.00 |
| 14.03 | 5.05 | a. Tsiningchow d. | 11.15 | 23.00 | 22.40 | 17.50 | 10.40 | a. Tsochwang d. | 5.15 | 14.40 | 19.50 |

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, March, 1919.



**Large Display Advertisements**

intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**


## BELIEVED LITTLE HSU IS IN NEW ALLIANCE

### Comment On Peace Question By Tuchun Ni Shih-chung Is Significant

*(From Our Own Correspondent)*

Peking, October 6.—At a recent military and political conference held at Tientsin, Tuchun Ni Shih-chung of Anhui, a friend and partisan of General Hsu Shu-chung, informed those present that in his opinion the failure of the Internal Peace Conference is due, not to the responsible authorities of the Northern and Southern Governments, but to the activities of the so-called mediators. Hence, in order to render the Peace Conference a success, it is necessary to reorganise and reinforce the Anfu Club so that it will have the power to control all the affairs of state, both large and small.

In official circles here this statement by General Ni Shih-chung is regarded as an indication that he has been made the actual leader of the Anfu clique and is the result of conferences recently held by him and Little Hsu at Peking, where it was agreed that Ni should defend Hsu against the opposition that has been growing up against him on all sides.

*(Reuter's Pacific Service)*

Peking, October 8.—The present uncertainty with regard to the proposed conference at Shanghai has elicited many suggestions from influential quarters, one of the most interesting of which was made by a military leader, that Mr. Tsen Chun-hsuan should be invited to come to Peking and discuss the questions that require settlement.

Objectors to this scheme contend that the South would not agree to put its case in the hands of the former Viceroy, but that if it did the other Southern leaders would promptly close up the gap, and offer as solid a front as they do now.

## *Says Germans Face Calamity In Winter*

### *Socialist Publication Urges More Production; Manufacturers Discard Substitutes*

Berlin, September 1, (Associated Press.)—The productiveness of all branches of German industry has declined at an alarming rate, the official bulletin of the Majority Socialist Party, says in a recent issue, and the German people will not be able to survive unless the rate of production begins to rise.

"It is useless to search for a scapegoat in the present economic crisis," says the bulletin. "The fact is that the whole industry of Germany is ailing, and unless it rapidly improves the German people will freeze and starve during the coming Winter."

The publication calls on the Government and the employes to join in an effort to bring about such labor and wage conditions as will be productive of the maximum effort for all concerned.

Addressing a largely attended meeting at Osnabruck, Dr. Gustav Stesemann, the National Liberal leader, said that an economic crisis in the coming Winter was threatening. He called for patriotic action in the abandonment of all consideration of party politics and for unity among the thoughtful elements of the people, from the Social Democrats to the Conservatives, for the purpose of averting calamity.

The Controller of Exports and Imports has appointed special commissioners at Munich, Stuttgart, Karlsruhe, Cologne, Konigsberg, and leading cities in other sections of Germany to aid in expediting the movement of imports and exports through shortening the incidental formalities. The commissioners are to act in a consulting capacity with industrial and commercial interests desirous of getting in touch with foreign markets.

Leipzig, September 1, (Associated Press.)—One of the notable features of the first after-the-war Leipzig fair, which opened today, is the absence of the substitutes and makeshifts upon which German industry so largely depended during the time it was shut off from supplies of raw materials.

The present displays indicate that the German manufacturers are already able to draw upon the home stocks of raw materials which had been reserved for the war industries, while, on the other hand, the materials coming in from abroad are also being rapidly absorbed by the industries which had been famishing for them.

The low price of the German mark appears to be attracting numerous buyers from neutral countries, who are said to be acting as middlemen for Entente purchasers.

## Mail Notices

**MAILS CLOSE**

**For U.S., Canada and Europe:**
Per C.M. s.s. Nile ..Oct. 14

**For Japan**
Per N.Y.K. s.s. Omi M. Oct. 14

**For Vladivostok**
Per R.V.F. s.s. Penza Oct. 17

**MAILS DUE**

**From U.S. and Canada**
Per P.M. s.s. Monteagle Oct. 12

**From France**
Per M.M. s.s. Sphinx ..Nov. —

**From India, etc.**
Per B.I. s.s. Gregory Apcar Oct. 25

## THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 12, 1919

| Date and Destination | Per | Chi. | Br. | USA | Rus. | Jap. | Reg |
|---|---|---|---|---|---|---|---|
| **TODAY** | | | | | | | |
| S'tow, H'kong & C'ton.... | Kwongsang | 21.00 | .. | .. | .. | .. | 21.00 |
| River Ports ..... | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| H'kong, Straits, S. Ports & Europe via Suez ..... | Shidzuoka M. | 15.00 | .. | .. | .. | .. | 14.30 |
| Foochow ..... | Kohoku M. | 9.00 | .. | .. | .. | .. | 8.30 |
| Hongkong and Canton ... | Shidzuoka M. | 15.00 | .. | .. | .. | .. | 14.30 |
| **TOMORROW** | | | | | | | |
| River Ports ..... | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| Vladivostok and Siberia .. | via P. & H. | 17.00 | .. | .. | .. | .. | 17.00 |
| Hongkong ..... | Shantung | | 17.00 | .. | .. | .. | |
| Hongkong and Canton ... | do | 21 00 | .. | .. | .. | .. | 21.00 |
| Manila Direct ..... | Suwa Maru | 17.00 | .. | .. | .. | .. | 16.30 |
| Manila and Hongkong.... | Suwa Maru | .. | 15.30 | .. | .. | .. | .. |
| Dairy ..... | Kobe Maru | 10.30 | .. | .. | .. | .. | 10.00 |
| Chefoo ..... | Yushun | 21.00 | .. | .. | .. | .. | 21.00 |
| Amoy, H'kong & C'ton.... | Taishun | 21.00 | .. | .. | .. | .. | 21.00 |
| V'stok and Siberia via Pukow & Harbin (Daily expect Sunday) ..... | Train | .. | .. | .. | 17.00 | .. | 17. |
| Ningpo ..... | Hsin Peking | .. | 15.00 | .. | .. | .. | |
| Tientsin ..... | Train | .. | 17.00 | .. | .. | .. | |
| Hankow ..... | Train | .. | 17.00 | .. | .. | .. | |
| Vladivostok.. ..... | Train | .. | 17.00 | .. | .. | .. | |
| **Tuesday, October 14.** | | | | | | | |
| Weihaiwei and Chefoo..... | Shengking | 14.00 | .. | .. | .. | .. | 13.30 |
| W'wei, C'foo & T'tsin.... | do | .. | 14.00 | .. | .. | .. | |
| Japan Ports ..... | Omi Maru | 19.00 | 17.00 | .. | .. | .. | 18.30 |
| Vladivostok and Siberia .. | Via P. & H. | 17.00 | .. | .. | .. | .. | 17.00 |
| River Ports ..... | Train & Str. | 21.00 | .. | .. | .. | .. | 21.00 |
| **Thursday, October 16** | | | | | | | |
| Weihaiwei and Chefoo..... | Kingsing | 13.00 | .. | .. | .. | .. | 12.30 |
| W'wei, C'foo & T'tsin.... | do | .. | 13.00 | .. | .. | .. | |
| do | Chekiang | .. | 13.00 | .. | .. | .. | |
| S'tow, H'kong & C'ton.... | Wosang | 21.00 | .. | .. | .. | .. | 21.00 |
| Swatow and Hongkong .... | do | .. | 17.00 | .. | .. | .. | .. |
| Amoy and Hongkong..... | Sunning | .. | 13.00 | .. | .. | .. | |
| **Friday, October 17.** | | | | | | | |
| Vladivostok | Penza | | 13.00 | .. | .. | .. | 12.30 |

†Parcels only.

B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.

E Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

## VESSELS IN HARBOR AND AT WOOSUNG

| Date | From | Ship's Name | Flag Agents |
|---|---|---|---|
| Aug. 10 — | Tsingtau | Ralph Moller | Br. M. & Co. |
| Aug. 26 — | | Taiten Maru | Jap. |
| Aug. 29 — | Japan | Chinpu | |
| Sep. 13 — | Chinwangtao | Hanamet | Am. |
| Sep. 17 — | Swatow | Shunchong | Chi. T.Y.S.S. Co. |
| Sep. 18 — | Hongkong | Shansi | Br. B. & S. |
| Sep. 21 — | Japan | Wanli | Chi. S.P.S.N. Co. |
| Sep. 26 — | Newchwang | Senzan Maru | Jan. S. Shokai |
| Sep. 26 — | | J. B. A. Kessler | Br. A.P. Co. |
| Oct. 1 — | Japan | Chinhsing | Chi. |
| Oct. 1 — | Chinwangtao | Toeki Maru | Jap. M.B.K. |
| Oct. 2 — | River ports | Produce | Br. Ch. R. Shaw |
| Oct. 2 — | Hongkong | Tungwo | Br. J. M. & Co. |
| Oct. 3 — | River ports | Waliowra | Br. W. Bros & Co. |
| Oct. 3 — | Cruise | Hwahta | Chi. C.M.S.N. Co. |
| Oct. 4 — | New York, ports | Liuhsing | Chi. Customs |
| Oct. 4 — | Japan | Aicincus | Br. B. & S. |
| Oct. 6 — | Hongkong | Shikano Maru | Jap. |
| Oct. 6 — | Foochow | Kwongsang | Chi. |
| Oct. 7 — | Japan | Hungtee | Chi. W. & C. |
| Oct. 7 — | San Francisco | Sakurajima M. | Jap. M.B.K. |
| Oct. 7 — | | Tamaha | Am. Socony. |
| Oct. 7 — | Cruise | Anamba | |
| Oct. 7 — | Cruise | Likin | Chi. Customs |
| Oct. 8 — | Tsingtau | Chuentiao | Chi. Customs |
| Oct. 8 — | Hankow | Lycaon | Br. B. & S. |
| Oct. 9 — | U.S.A. | Hanping | Chi. H. Y. P. |
| Oct. 9 — | Foochow | Stanley | Am. S. & D. Cor. |
| Oct. 9 — | Liverpool | Haean | Chi. C.M.S.N. Co. |
| Oct. 9 — | River ports | Eurymedon | Br. B. & S. |
| Oct. 9 — | River ports | Changon | Chi. H.O.S.S. Co. |
| Oct. 9 — | Tientsin, ports | Siangyang Maru | Jap. N. K. K. |
| Oct. 9 — | Tsingtau | Hsinming | Chi. C.M.S.N. Co. |
| Oct. 9 — | Chinwangtao | Chenan | Br. B. & S. |
| Oct. 9 — | Japan | Kaiping | Br. K.M.A. |
| Oct. 9 — | Chefoo | Yoro Maru | Jap. |
| Oct. 10 — | .... | Shinping | Chi. T.Y.S.S. Co |
| Oct. 10 — | Dairen | Benavon | Br. G.L.E. & Co. |
| Oct. 10 — | Japan | Kohoku Maru | Jap. O. S. K. |
| Oct. 10 — | Japan | Matsuyama Maru | Jap. N. Y. K. |
| Oct. 10 — | Foochow | Oimatsu Maru | Jap. |
| Oct. 10 — | Vladivostok | Ningshin | Chi. N.S.S.N. Co |
| Oct. 10 — | River ports | Keemun | Br. B. & S. |
| Oct. 10 — | River ports | Woosung | Br. B. & S. |
| Oct. 11 — | Japan | Tachang Maru | Jap. N.K.K. |
| Oct. 11 — | Chinwangtao | Taiho Maru | Jap. N. K. K. |
| Oct. 11 — | Hongkong | Nikkai Maru | Jap. S. Shokai |
| Oct. 11 — | Newchwang | Shantung | Br. B. & S. |
| Oct. 11 — | River ports | Yushun | Chi. C.M.S.N. Co |
| Oct. 11 — | River ports | Hwahlee | Chi. J.M. & Co. |
| Oct. 11 — | River ports | Kianghsin | Chi. C.M.S.N. Co. |
| Oct. 11 — | River ports | Ichang | Br. B. & S. |
| Oct. 11 — | River ports | Tafoo Maru | Jap. N. K. K. |
| Oct. 11 — | Tientsin, ports | Shengking | Br. B. & S. |
| Oct. 11 — | Hongkong | Stanley Dollar | Br. R. D. & Co. |
| Oct. 11 — | Japan | Shidzuoka Maru | Jap. N. Y. K. |

## Information For Mariners

SUNDAY, OCTOBER 12

**High Water at Woosung Bar**

(The evening tides are higher than the morning tides, they are about equal at 10 and 11 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

| A.M. Time H | M | Range Ft. | In. | P.M. Time H | M | Range Ft. | In. |
|---|---|---|---|---|---|---|---|
| 1 | 25 | 10 | 4 | 1 | 48 | 12 | 0 |

**High Water at Tungsha Lightship**

(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

| A.M. H | M | P.M. H | M |
|---|---|---|---|
| 0 | 30 | 0 | 52 |

**Time of Moonrise, Moonset, Sunrise, Sunset**

| Moon Rises H | M | Sets H | M | Sun Rises H | M | Sets H | M | Daylight H | M | Dark H | M |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 37 p.m. | 8 | 43 a.m. | 1 | 5 | 33 | | 5 | 16 | 6 | 18 |

**Mean Barometric Pressure at Shanghai**

For October 30.08 in.
764.1 mm.

## Arrivals

| Date | From | Ship's Name | Flag Agents |
|---|---|---|---|
| Oct. 11 — | Ningpo | Kiangteen | Chi. C.M.S.N. Co |
| Oct. 11 — | Chinwangtao | Nikkai Maru | Jap. S. Shokai |
| Oct. 11 — | Hongkong | Shantung | Br. B. & S. |
| Oct. 11 — | Newchwang | Yushun | Chi. C.M.S.N. Co. |
| Oct. 11 — | River ports | Hwahlee | Chi. J.M. & Co. |
| Oct. 11 — | River ports | Kianghsin | Chi. C.M.S.N. Co. |
| Oct. 11 — | River ports | Ichang | Br. B. & S. |
| Oct. 11 — | River ports | Tafoo Maru | Jap. N. K. K. |
| Oct. 11 — | Tientsin, ports | Shengking | Br. B. & S. |
| Oct. 11 — | Hongkong | Stanley Dollar | Br. R. D. & Co. |
| Oct. 11 — | Japan | Shidzuoka Maru | Jap. N. Y. K. |

## Future Sailings

### FOR AMERICA AND CANADA

| Date | Time | Destination | Ship's Name | Flag | Agents |
|---|---|---|---|---|---|
| | — | New York | Bolton Castle | Br. | D. & Co. |
| Oct. | — | Seattle | Stanley Dollar | Br. | R. D. & Co. |
| Oct. | — | San Francisco | Cadaretta | Am. | R.D. Co. |
| Oct. | — | San Francisco | West Harth | Am. | R. D. Co. |
| | | San Francisco | West Hepburn | Am. | R.D. Co. |
| Oct. | 12 | San Francisco | Ecuador | Am. | P.M.S.S. Co. |
| Oct. | 12 | N. York via Panama | Eurymedon | Br. | B. & S. |
| Oct. | 13 | Portland | Waban | Am. | A. Line |
| Oct. | 14 | San Francisco | Nile | Am. | C.M.S.S. Co. |
| | | [redacted] | Monteagle | Br. | C.P.O.S. |
| | | | Lowther Castle | Br. | D. & Co. |
| | | | Bessie Dollar | Br. | R. D. & Co. |
| | | | Shinyo Maru | Jap. | T.K.K. |
| | | | E. of Russia | Br. | C.P.O.S. |
| | | | Seattle Spirit | Am. | A. Line |
| | | | Suwa Maru | Jap. | N.Y.K. |
| | | | Nanking | Am. | C.M.S.S. Co |
| | | | E. of Japan | Br. | C.P.O.S. |
| | | | Colombia | Am. | P.M.S.S. Co |
| | | | W. of Montana | Am. | A Line |
| | | | Hartland | Am. | A Line |
| | | | China | Am. | C.M.S.S. Co |
| | | | Slavic Prince | Br. | S. Tomes & Co. |
| | | | E. of Asia | Br. | C.P.O.S. |
| | | | Eurylochus | Br. | B. & S. |
| | | | C. of Newcastle | Br. | B. & S. |
| | | | Korea Maru | Jap. | T. K. K. |
| | | | West Munham | Am. | A. Line |
| | | | Nishmaha | Am. | A Line |
| | | | Venezuela | Am. | P.M.S.S. Co. |
| | | | Grace Dollar | Br. | R. D. Co. |
| | | | E. of Japan | Br. | C.P.O.S. |

### [redacted]PORTS

| | | | | | |
|---|---|---|---|---|---|
| | | | Kumano Maru | Jap. | N.Y.K. |
| | | | Chikugo Maru | Jap. | N.Y.K. |
| Oct. | 22 — | Moji, Kobe, Osaka | Takesh[illegible] Maru | Jap. | N. Y. K. |
| Oct. | 23 — | Kobe | Tamba Maru | Jap. | N. Y. K. |
| Oct. | 25 — | Moji, Kobe, Osaka | Yawata Maru | Jap. | N. Y. K. |
| Oct. | 28 — | N'saki, Kobe, Y'hama | Kasuga Maru | Jap. | N. Y. K. |
| Nov. | 4 — | N'saki, Kobe, Y'hama | Yamashiro Maru | Jap. | N.Y.K. |

### FOR EUROPE, INDIA, STRAITS, ETC.

| | | | | | |
|---|---|---|---|---|---|
| Oct. | — | Liverpool | Alcinous | Br. | B. & S. |
| Oct. | — | Hull | Behavon | Br. | G. L. & Co. |
| Oct. | 13 | London | Shidzuoka Maru | Jap. | N.Y.K. |
| Oct. | 15 | Marseilles, etc. | Cape Town M. | Jap. | M.M. Cie. |
| Oct. | 15 | London | Carnarvonshire | Br. | G. L. E. A. |
| Oct. | 15 | London | Peleus | Br. | B. & S. |
| Oct. | 17 | London | Princessin | Br. | M.M. & Co. |
| Oct. | 18 | Singapore | Iconium | Am. | A Line |
| Oct. | 23 | Calcutta via Japan | Gregory Apcar | Br. | M.M. & Co. |
| Oct. | 27 | London | Kaga Maru | Jap. | N. Y. K. |
| Oct. | 28 | London | Khiva | Br. | P.&O.S.N. Co. |
| Nov. | — | Bombay | Dunera | Br. | M.M. & Co. |
| Nov. | — | Trieste | Nippon | Dut. | D. & Co. |
| Nov. | 1 | Liverpool | Lycaon | Br. | B. & S. |
| Nov. | 6 | London | Mentor | Br. | B. & S. |
| Nov. | 10 | London | Yokohama Maru | Jap. | N.Y.K. |
| Dec. | 3 | London | Novara | Br. | P.&O.S.N. Co. |
| | — | London | C. of Melbourne | Br. | J. M. & Co, |

### FOR SOUTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Oct. | 12 D.L. | S'tow, H'kong, C'ton | Chenan | Br. | B. & S. |
| Oct. | 12 — | Feochow | Haean | Chi. | C.M.S.N. Co. |
| Oct. | 12 noon | S'tow, H'kong, C'ton | Kwongsang | Br. | J. M. & Co. |
| Oct. | 12 noon | Takao, F'chow K'lun | Kohoku M. | Jap. | O. S. K. |
| Oct. | 13 4.30 | Ningpo | Hsin Peking | Br. | B. & S. |
| Oct. | 13 4.30 | Ningpo | Hsin Ningshao | Chi. | N.S.S.N. Co. |
| Oct. | 14 4.00 | Ningpo | Kiangteen | Chi. | C.M.S.N. Co. |
| Oct. | 14 — | Hongkong | Canada Maru | Jap. | O.S.K. |
| Oct. | 14 — | Amoy, H'kong, C'ton | Taishun | Chi. | C.M.S.N. Co. |
| Oct. | 15 — | Manila, Hongkong | Suwa Maru | Jap. | N. Y. K. |
| Oct. | 14 D.L. | Hongkong, Canton | Shantung | Br. | B. & S. |
| Oct. | 16 2.00 | Amoy, H'kong, C'ton | Sunning | Br. | B. & S. |
| Oct. | 17 — | Manila, Hongkong | E. of Russia | Br. | C.P.O.S. |
| Oct. | 18 — | Hongkong | Seattle Spirit | Am. | A. Line |
| Oct. | 18 — | Manila, Hongkong | E. of Japan | Br. | C.P.O.S. |
| Oct. | 18 — | Hongkong | Iconium | Am. | A. Line |
| Oct. | 25 — | Hongkong | Nanking | Am. | C.M.S.S. Co. |
| Oct. | 25 — | Manila, Hongkong | Colombia | Am. | P.M.S.S. Co. |

### FOR NORTHERN PORTS

| | | | | | |
|---|---|---|---|---|---|
| Oct. | 12 — | Chinwangtao | Kaiping | Br. | K.M.A. |
| Oct. | 12 — | Chefoo, Tientsin | Hsinming | Chi. | C.M.S.N. Co. |
| Oct. | 12 — | Tsingtau | Fumi Maru 2 | Jap. | S. M. R. |
| Oct. | 12 D.L. | Chinwangtao | Kashing | Br. | B. & S. |
| Oct. | 12 12.30 | Tsingtau, Dairen | Kobe Maru | Jap. | S.M.R. |
| Oct. | 14 3.00 | W'wei, C'foo, T'tsin | Shengking | Br. | B. & S. |
| Oct. | 14 — | T'tsin, D'ny, T'tau | Keelung M. | Jap. | O.S.K. |
| Oct. | 14 — | Chefoo, Newchwang | Yushun | Chi. | C.M.S.N. Co. |
| Oct. | 16 2.00 | W'wei, C'foo, T'tsin | Chekiang | Br. | B. & S. |
| Oct. | 16 2.00* | W'wei, C'foo, T'tsin | Kingsing | Br. | J. M. & Co. |
| Oct. | 17 2.00 | Vladivostok | Penza | Rus. | R. V. F. |
| Oct. | 17 D.L. | Tsingtau | Tean | Br. | B. & S. |

### FOR RIVER PORTS

| | | | | | |
|---|---|---|---|---|---|
| Oct. | 12 M.N. | Hankow, etc. | Kiangfoo | Chi. | C.M.S.N. Co. |
| Oct. | 13 M.N. | Hankow, etc. | Kianghsin | Chi. | C.M.S.N. Co. |
| Oct. | 13 M.N. | Hankow, etc. | Nganking | Br. | B. & S. |
| Oct. | 13 M.N. | Hankow, etc. | Hwahlee | Chi. | J.M. & Co. |
| Oct. | 13 M.N. | Hankow, etc. | Siangyang Maru | Jap. | N.K.K. |
| Oct. | 14 M.N. | Hankow, etc. | Tafoo Maru | Jap. | N. K. K. |
| Oct. | 14 M.N. | Hankow, etc. | Loongwo | Br. | J.M. & Co. |
| Oct. | 14 M.N. | Hankow, etc. | Kiukiang | Br. | B. & S. |
| Oct. | 15 M.N. | Hankow, etc., | Nanyang M. | Jap. | N. K. K. |
| Oct. | 15 M.N. | Hankow, etc. | Wuchang | Br. | B. & S. |
| Oct. | 16 M.N. | Hankow, etc. | Kiangyu | Chi. | C.M.S.N. Co. |
| Oct. | 16 M.N. | Hankow, etc. | Luenho | Br. | J.M. & Co. |
| Oct. | 16 M.N. | Hankow, etc. | Tatung | Br. | B. & S. |
| Oct. | 16 M.N. | Hankow, etc. | Talee Maru | Jap. | N. K. K. |
| Oct. | 17 M.N. | Hankow, etc. | Sulwo | Br. | J.M. & Co. |
| Oct. | 17 M.N. | Hankow, etc. | Luenyi | Br. | B. & S. |
| Oct. | 18 M.N. | Hankow, etc. | Walshing | Br. | J. M. & Co, |
| Oct. | 19 M.N. | Hankow, etc. | Kiangyung | Chi. | C.M.S.N. Co. |

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

## Departures

| Date | For | Ship's Name | Flag Agents |
|---|---|---|---|
| Oct. 11 — | River ports | Tuckwo | Br. J. M. & Co. |
| Oct. 11 — | River ports | Hsinfung | Chi. C.M.S.N. Co |
| Oct. 11 — | River ports | Poyang | Br. B. & S. |
| Oct. 11 — | Japan | Kasuga Maru | Jap. N. Y. K. |
| Oct. 11 — | Japan | Yawata Maru | Jap. N. Y. K. |
| Oct. 11 — | Cruise | Pingching | Chi. Customs |
| Oct. 11 — | Cruise | Sumida | Jap. |
| Oct. 11 — | Newchwang, Tientsin | Singan | Br. B. & S. |
| Oct. 11 — | Ningpo | Kiangteen | Chi. C.M.S.N. Co. |

## *Shipping Items*

The I-C. s.s. Loongwo left Hongkong for Shanghai on Thursday.

The C.N. s.s. Kiukiang left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The N.Y.K. s.s. Shidzuoka Maru arrived in Shanghai yesterday and will sail for London tomorrow morning. The passengers tender will leave the Customs Jetty at 5 o'clock this afternoon.

The N.Y.K. s.s. Omi maru left Moji for Shanghai on Friday and may be expected to arrive today.

The C.P.O.S. s.s. Monteagle from Vancouver is due to arrive in Shanghai this morning and will dock at the Hongkew Wharf about 7 o'clock.

The I-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Tatung will leave Hankow for Shanghai today.

The C.N. s.s. Tean will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The I-C. s.s. Kingsing is due in Shanghai from Tientsin, Chefoo and Weihaiwei tomorrow.

The O.S.K. s.s. Kohoku Maru will sail for Takao (Formosa) via Foochow and Keelung today at noon and the passenger tender will leave the Canton Road Jetty one hour earlier.

The S. and D. s.s. Elkhorn, with 3,400 tons of cargo for this port, left Seattle on October 4 and is due to arrive in Shanghai via Yokohama about November 7.

The C.M. s.s. Hsintah left Newchwang for Chefoo and Shanghai on Friday.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Waishing will leave Hankow for Shanghai next Tuesday.

The C.M. s.s. Kiankyung will leave Hankow for Shanghai next Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai next Tuesday.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai on Tuesday.

The C.M. s.s. Hsinchi will leave Foochow for Shanghai next Tuesday.

The C.N. s.s. Suiyang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Yingchow will leave Tsingtau for Shanghai on Tuesday.

The C.N. s.s. Fengtien will leave Tientsin for Chefoo, Weihaiwei and Shanghai on Tuesday.

The Japanese gun-boat Sumida left Shanghai yesterday.

The P.M. s.s. Ecuador arrived at Woosung yesterday afternoon and will sail for Japan ports, Honolulu and San Francisco today.

The tender with outgoing passengers and mails will leave the Customs Jetty at 8.30 o'clock this morning.

## BENJAMIN AND POTTS SHARE LIST

### Yesterday's Prices

| Stock | Closing Quotations |
|---|---|
| **Banks** | |
| H. K. and S. B. .. | $585 |
| Chartered ..... | £80 CNI |
| Russo-Asiatic .... | Tls. 250 |
| **Marine Insurances** | |
| Canton ..... | $445 B. |
| North China .... | $205 |
| Union of Canton .. | Dk. 215 |
| Yangtsze ..... | $270 |
| Far Eastern Ins. Co., Ltd. .... | Tls. 22 |
| **Fire Insurances** | |
| China Fire ..... | $138 |
| Hongkong Fire .. | $345 B. |
| **Shipping** | |
| Indo-China Def. .. | $195 S. |
| Indo-China Pref. . | $32 |
| "Shell" ..... | 175/— |
| Shanghai Tug (o) . | Tls. 30 B. |
| Shanghai Tug (f) . | Tls. 37 B. |
| **Mining** | |
| Kaiping ..... | Tls. 12½ B. |
| Oriental Cons. ... | 25/— |
| Raub ..... | $2.10 |
| **Docks** | |
|

# Business and Official - - - Notices - - -

# Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for


ESTABLISHED 1874

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD SHANGHAI


## AUCTION INDEX

**MONDAY, October 13th.**—Superior Household Furniture, 67 Route Vallon belonging to A. du Pac de Marsoulies, Esq. at 10 a.m.

**TUESDAY, October 14th.**—At Kin Lee Yuen Wharf 11 a.m. unclaimed cargo.

**TUESDAY, October 14th.**—At C. M. Lower Wharf 3 p.m. 394 Bags Soda Ash (water damaged).

**FRIDAY, October 17th.**—Library of Books at Salesrooms 3 p.m.

**MONDAY, October 20th.**—Excellent Household Furniture and Effects, at 99 Bubbling Well Road.

**MONDAY, October 27th.**—A very fine collection of Chinese Curios in Salesroom.

## LOST

The undersigned lost a native order, issued by the Sung Kong Bank (信康莊) No. 12011, due on October 16th, 1919, for a sum of Taels Four hundred sixty two (Tls. 462.00). It is hereby declared null and void.

LEE HO SOCKS MANUFACTURING CO.
履和襪廠批發所
25848 O.15

*Mr. & Mrs A. Sutcliffe*
*P. P. C.*

**Manufacturer and Importer**

having representatives in all states of Australia, is desirous of handling Chinese manufactures. Apply (correspondence English) to:
MERRIMAN, 50 Market Street, MELBOURNE, AUSTRALIA.

## Shanghai Race Club NOTICE

AUTUMN RACE MEETING
10th, 11th, 12th and 15th November, 1919.

Entries for the above Race Meeting will close at the Grand Stand at 6 p.m. on Monday, 13th instant.

Entry forms are obtainable at the Grand Stand.

Members leaving entries at the Grand Stand are asked to deposit them in the Box in the Secretary's office marked "ENTRIES FOR THE SHANGHAI RACES."

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
25820


THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

**For Infants.**—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

**For Invalids.**—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

**For Growing Boys and Girls.**—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

**Geddes & Co., Ltd.**
Agents.
Tel. C. 346 5 Peking Road.



**Ladies' Winter Hats**
AT HALF-PRICE
**I. Cantorovich**
24 Nanking Road
25845


**In the United States Court for China**

| | |
|---|---|
| *In re Estate of* ARCHIE D. RICE, *Deceased.* | *Cause No. 810* *Estate No. 300* NOTICE |

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administratrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 20, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

(Mrs.) EMMA B. RICE,
Haichow,
North Kiangsu, China.

September 21, 1919.
25456

**In the United States Court for China**

| | |
|---|---|
| *In re Estate of* CHRISTINE PAULINE R. POMEROY, *Deceased* | *Cause No. 835* *Estate No. 304* NOTICE |

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers to the undersigned on or before April 4, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

P. FRANK POMEROY,
Administrator,
73 Szechuen Road,
Shanghai, China.

October 5, 1919.
25713


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We save you money on everything We handle.

Treadle Sewing Machines
From Mex. $45.00 to $84.00 each
Sewing Machine Needles
From Mex. 0.35 to $0.50 doz
Best Machine and Gun Oil
2 oz. Bottles from Mex. $0.12 to $0.20

Satisfaction Guaranteed.

**Liengyi Mercantile Co.**
Soochow and Szechuen Roads.
25824



**TO LET**
18 BAIKAL ROAD
Large detached residence, suitable for boarding house and situated near tramline.

For full particulars apply to
**Credit Foncier d'Extreme-Orient**
20, The Bund,
Entrance on Nanking Road.
25814


## APOLOGY

ON Sunday, the 5th October, an article was published in "LLOYD'S WEEKLY" under the heading

**NO "SHIPPING BLACKLEGS" ON THE CHINA COAST.**

The article was directed against the China Coast Officers' Guild and its Management Committee and contained the following:—

Our officer friends fail to see (or refuses to see) that the public are interested in matters which affect the community. Any danger of the "hold up" of a ship or ships here because a man (or men) is not attached to the China Coast Officers' Guild must interest the communities of the coast ports.

We have scanned the minutes of an "extraordinary General and Management meeting held on Monday, September 29th." Naturally we have in our possession, on Circular 188, the names of the members of the "Management Committee" who were present. This circular has two (if not three) items of peculiar interest to us.

No. 1 is as follows: "It was proposed and seconded that, Peace having now been signed, the Secretary be instructed to take steps to admit the former German members to membership of the Guild. For 22, against 19, Management Committee vote. Carried unanimously."

How some individuals will flirt with the Germans! We have already touched on this aspect. A few of the members of this Guild must have been very anxious to welcome the return of their Hun friends—and without any waste of time, too!

Now, item No. 2: "It was proposed and seconded that all members be informed, in STRICT CONFIDENCE, that no vessel having an eligible non-member on board, must leave Shanghai on or after 10 a.m. on Saturday, October 11th, until such non-members have been discharged by the Company without receiving such arrears of pay as may be due them. That, in the event of such non-members persisting in remaining on the ship, they be forcibly put on shore with their effects by a special Watch Committee to be subsequently appointed. For 28, against 6. Management Committee vote. Carried unanimously."

There is a possibility of some "fast and furious" fun being witnessed on the deck of one or two of our steamers. Coercion is to be applied by the Guild! A Watch Committee is to be vested with the powers of Police, and technical assaults may arise as a consequence. We wonder what the shipping companies in Shanghai and the coast ports have to say to all this.

No. 3 item on this historic circular concerns us. "Lloyd's Weekly" is seldom refused a gratuitous advertisement! The "loyalty of members in acting upon the hint to give no support to "Lloyd's Weekly" or its equally worthless shipping offspring" is gratefully and solemnly acknowledged.

We make a most profound, respectful bow too, to the Shipping Dictators in the East! They coerce many men who fought for the freedom of the world—freedom of thought and action, while most of the "Management" Mandarins ploughed the safe seas in the Far East."

The legal advisers of the Guild have pointed out to us that the minutes above quoted, as also certain minutes published by us on the 17th August and 21st September, have no existence in fact and were never proposed or passed at any meeting of the Guild, and further that no meeting whatever was held on the date mentioned.

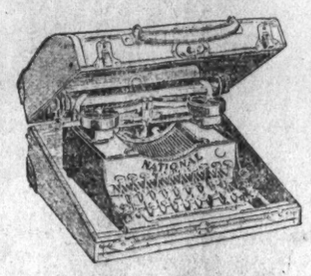
We now desire unequivocally to withdraw the above article and publicly to express our regret for our action in having published and commented upon fabricated matter without having made such enquiries as would have enabled us to ascertain its falsity.

LLOYD'S WEEKLY,
G. T. LLOYD,
Editor.
25838


FOR BRITISH AND AMERICAN
**METALS, HARDWARE & SUNDRIES**
PHONE OR WRITE TO
**W. Z. ZEE & SONS**
BROADWAY-SHANGHAI PHONE: NORTH 1468



**WHAT MORE CAN YOU ASK?**



Here is a portable typewriter of standard typebar construction with rigid, durable frame of cold rolled steel—built to stand rough usage—full size universal keyboard, full width carriage; yet stands only 6¾-in. high and weighs a little over 9 pounds complete. The New Model No. 3 is a material improvement over all previous models, in fact, a great little machine. Two colour ribbon, back-spacer, easy removal of type-bars, etc.

FOR

**Mex. $75.00**

Complete with Carrying Case and

**A ONE-YEAR GUARANTEE**

**THE OFFICE APPLIANCE CO.**

Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: Mackbauck



The Prest-O-Lite Battery

offers the most for the money more power to operate your starter and lights—more service to insure your complete satisfaction in its use.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.



**WANTED IMMEDIATELY**

**By Large Foreign Production Company**

A FOREIGN OR JAPANESE GENTLEMAN TO TRAVEL THE FAR EAST.

Applicant must have a thorough knowledge of Motion Picture Business, fully experienced in selling and renting Exclusive and other Films.

Must speak English and Japanese fluently (Chinese an advantage) and be able to produce first rate credentials.

Excellent remuneration paid to the right man.

Write in confidence to "G. S." P. O. Box 335, Kobe.
25819



**ANNOUNCEMENT**

**THE CARAVEL CO., INC.**

beg to announce the opening of their

**Shanghai Offices at 13 Kiukiang Road**

*We Handle:—*

DYES, DRUGS, CHEMICALS, WAXES, OILS, GASOLENE, KEROSENE, OLD NEWSPRINT, HARDWARE, STEEL, MACHINERY, FOODSTUFFS, TEXTILES, SUNDRIES, etc.

INQUIRIES INVITED

**CARAVEL COMPANY, INC.**

INTERNATIONAL MERCHANTS

Head Office: 30) Broadway, New York
Shanghai Office: 13 Kiukiang Road
Cable Address: CARAVEL CO.
25733



**DANCING LESSONS**
GIVEN BY PAUL NIJINSKY.

**CLASSIC and MODERN**
Individual Instruction.
Pupils prepared for the Stage.

18 Range Road.
25699



**FRENCH-LESSONS**

Young French lady gives lessons in French-theory and practice to children and adults. Address: Ben Building, 25 Avenue Edward VII, Room 7a. Appointments between 12-2 and 5-7.
25810

**LOMBIO**
CURES
**PILES**
Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draws out the heat from the inflamed tissues and effects a permanent cure.

To be obtained from local agent

Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New St., Bishopsgate, London, E.C.
New stock has now arrived



**BARBOUR'S**
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant


## GODOWNS WANTED

WANTED to lease at once, godown with about 4,000 sq. feet capacity. Apply to Box 126, THE CHINA PRESS.
25828 O. 14.

## SITUATIONS VACANT

TWO Portuguese or Eurasian clerks wanted. State experience and send copies of references to Box 137, THE CHINA PRESS.
25846 O.15

WANTED: An American with executive experience in imports and exports, to manage responsible American firm in China. An excellent opportunity to make a very desirable connection. Apply to Box 134, THE CHINA PRESS.
25835 O.15

EMPLOYMENT Bureau for Stenographers, Typists, and Bookkeepers (foreigners only). If you are looking for a position, or a better position, send us your name and address. No charges in connection. The Office Appliance Co., 22 Nanking Road.
25625

## DANCING

DANCING: B. Richard, professional teacher, will give private dancing lessons. For particulars apply No. 5 Carter Road.
25809

## EDUCATIONAL

FRENCH taught by experienced French lady, preferably morning time. Best references. Quick progress. Apply to Box 142, THE CHINA PRESS.
25849

LESSONS in English, mathematics and science given by University gentleman. Exclusive references. Apply to Box 122, THE CHINA PRESS.
25815

## APARTMENTS

**Connaught House**
8 Quinsan Gardens
Vacant: One large room with bath room attached. Suitable for couple. Apply Mrs. G. Pollock.

**TO LET**
From September 5th, one large bedroom. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO LET with board, large comfortable newly furnished flat. All modern comforts, telephone and garage. Excellent cuisine. Apply to Box 22, THE CHINA PRESS.

TO LET, in Bubbling Well Road furnished rooms with board, telephone, hot water throughout. Apply to Box 436, THE CHINA PRESS.
O.14

TO LET, two well-furnished bedrooms, bathroom, flush toilet; suitable for married couple, or as single rooms; tennis, exceptionally good food. Apply between 10 and 12 or 4 to 6 o'clock, 24 Route Pere Robert.
25808 O.10

TO LET, two unfurnished rooms with bathroom, breakfast if required, in Darroch Road. Apply to Box 129, THE CHINA PRESS.
25831 O.14

TO LET, nicely furnished front room, with bathroom and verandah attached, suitable for bachelor, in private family, every convenience. Apply 36 Quinsan Road.
25830 O.12

TO LET, on Range Road, a partly furnished flat and two large rooms with verandah and a bathroom. Apply to Box 136, THE CHINA PRESS.
25837

TO LET, in private family, one furnished room with bathroom attached. Apply 17, Yangtszepoo Road.
25817 O.12

SMALL furnished room with or without board, for one or two persons, private family, Wayside. Apply to Box 125, THE CHINA PRESS.
25826 O. 12.

CENTRAL: Board-residence for two, in quiet, select locality. Apply to Box 109, THE CHINA PRESS.
25783 O.12

## HOUSES WANTED

WANTED, December 1st, furnished house, Western district or French settlement. Detached house preferred, within reasonable distance of tram lines. Will take lease for six months or more. Apply to Box 131, THE CHINA PRESS.
25833 O.15

WANTED to rent for three to five years from November, December January, unfurnished residence having modern sanitary conveniences also large garden, tennis and garage. Willing to pay good rate for first-class property in good neighborhood, French Concession or Western district. Apply to Box 124, THE CHINA PRESS.
25823 O.16

## HOUSES TO LET

TO LET, No. 11 Tifeng Road, at Jessfield Road. Seven-roomed Residence, garage, stabling and tennis. Apply J. T. Hammond, No. 51 Szechuen Road.
25624

## OFFICES, ETC., TO LET

TO LET, desirable offices, centrally located, consisting of three large rooms, from November 1st. Apply to Box 138, THE CHINA PRESS.
25840 O.18

TO LET, office room on Peking Road, 1st floor, Tls. 55 per month. Apply to China Realty Co., Ltd.
25791

OFFICES to let, 6 Foochow Road, ground floor, four very large rooms (now occupied by L'epargne Franco-Chinoise) with godowns; also have to let several suites of offices, from one to four rooms, in other buildings Central district near this office. Apply J. T. Hammond, 51 Szechuen Road.
25792

Business and Official Notices are Continued on Page 21

## APARTMENTS WANTED

WANTED: Bachelor wants comfortably furnished room without board not too far from business district. Please state terms and address to Box 143, THE CHINA PRESS.

WANTED by young American couple, without children, small furnished apartment, or two rooms, with board in Central district, from November 1st. Apply to Box 115, THE CHINA PRESS.
25790 O.14

## MISCELLANEOUS

WANTED, partner or compradore, gentleman or lady, with $2,000 capital for investment, in new prosperous business, unique here. For particulars, apply to Box 121, THE CHINA PRESS.
25807 O.12

## SITUATIONS WANTED

YOUNG lady seeks position as bookkeeper or assistant in office work; had college training and practical experience in New York firms. Apply to Box 132, THE CHINA PRESS.
25834 O.18

CHEMICAL engineer (Chinese), an American graduate, seeks position; four years good experience in the U.S.A., familiar with dyes and drugs and their situations in China and America. Apply to Box 133, THE CHINA PRESS.
25834 O.18

WANTED, position by an energetic experienced superintendent of general construction work of roads and railways and buildings of Rf-concrete, cutstone brickwork, etc., etc. Can furnish best references. Speaks foreign languages. Please apply to Box No. 139, THE CHINA PRESS.
25843 O.16

CONFIDENTIAL secretarial work desired by young Belgian lady. French-English translations (or vice versa); ten years experience, typewriting. Apply to Box 127, THE CHINA PRESS.
25839 O.18

BRITISHER, desires position as truck driver or chauffeur, wages reasonable, best of army reference. Apply to Box 141, THE CHINA PRESS.
25847 O.12

SITUATION WANTED in import house by Englishman with 16 years experience in the Far East. Special knowledge of metals, machinery and sundries. Experienced in office management and salesmanship. Apply to Box 93, THE CHINA PRESS.
25708

AN energetic young man desires clerical position on any ship. Good local references and well-recommended. Apply to Box 123, THE CHINA PRESS.
25816 O.12

EMPLOYMENT Bureau for Stenographers, Typists, and Bookkeepers. If you have a vacancy in your office let us know. No charges in connection. The Office Appliance Co., 22 Nanking Road.
25625

## Exchange and Mart

SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 120 Szechuen Road.
25721

FOR SALE, one good Corona typewriter. A bargain. Apply to Box 130, THE CHINA PRESS.
25832 O.16

AUTOMOBILE for sale: Stutz roadster, in new condition, used only four months, driven by owner. Apply to Box 135, THE CHINA PRESS.
25836 O.14

FOR SALE, limited quantity of men's ready-made autumn suits and overcoats, by the well-known Chicago makers, Hart, Schaffner & Marx. Write to Box No. 140, THE CHINA PRESS.
25844 O.18

TO SELL, small nicely furnished house, Hongkew district. Owner leaving Shanghai. Apply to Box 118, THE CHINA PRESS.

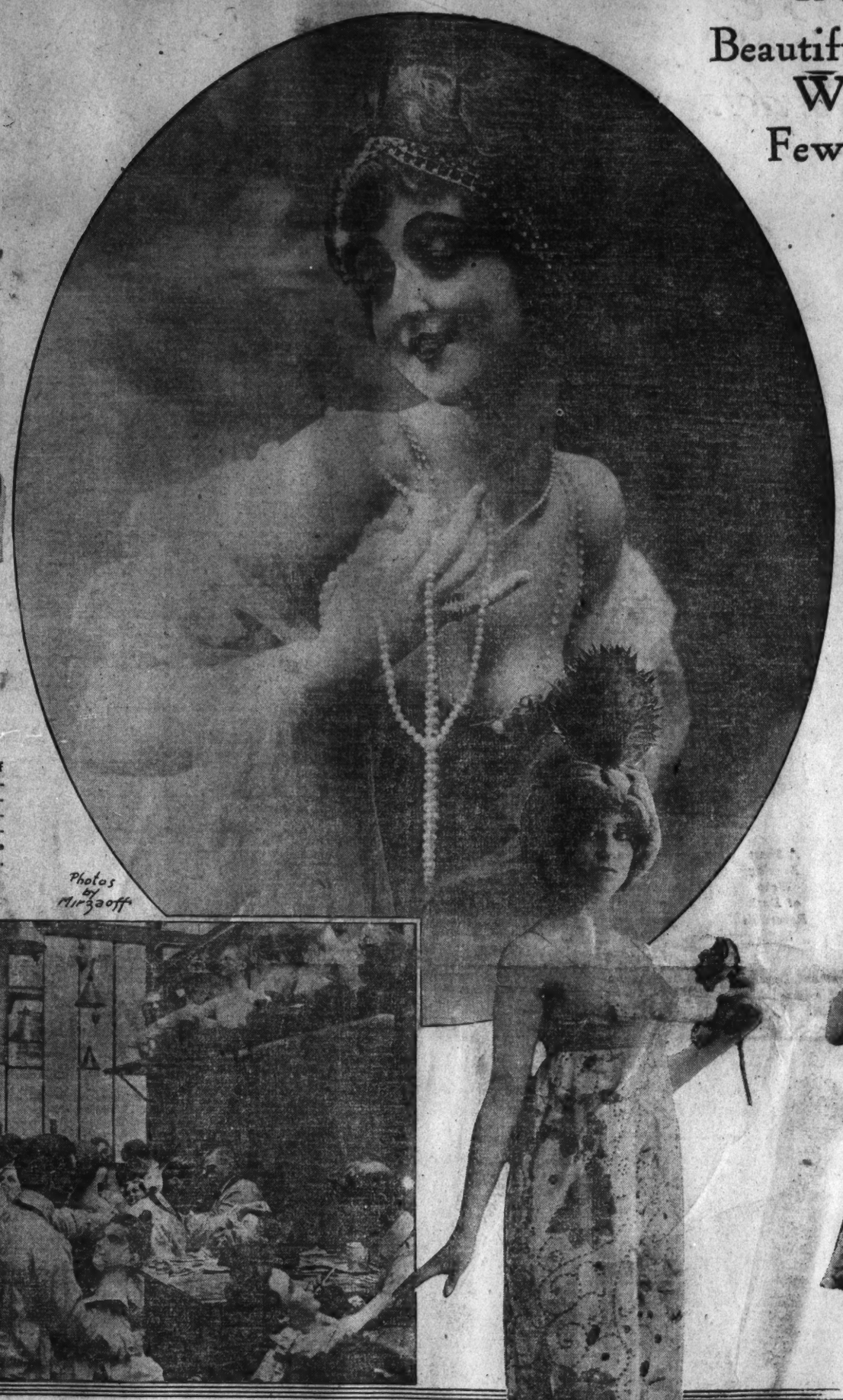
Amusement Advertising will be found on Page 23

Spirits and Liquors have been removed.

# SCIENCE DOING AWAY WITH LIVING FASHION MODELS

## Beautiful Automatons That Walk, Make All the Few Necessary Gestures to "Show Off" a Gown, Never Go on Strike, Are Always Ready to Work and Are Not at All Subject to the Peculiar Temptations of the Lovely "Mannequins" of the Exclusive Shops

Another of the Fashion Automatons Walking and Exhibiting a Costume Just Like a Living "Mannequin."



A Bust Photograph of One of the New Life-like Paris Fashion Automatons Which Reproduces Faithfully the Features of Mlle. Sarcy, One of the French Beauties.

Photos by Mirzaoff

Artists Touching Up the Wax and Rubber Compound Heads and Necks of the Automatons.



A Comparison of the Mlle. Sarcy Automaton with a Photograph of Mlle. Greuze, Another Actress Whose Automatons Are in Great Demand. This Shows How Difficult It Is to Determine Which Is the Mechanical and Which the Living Figure. In the Bust Photograph the Camera Has Caught the Left Hand Slipping Down in One of the Slow Gestures That Complete the Illusion of Life.

A REVOLUTIONARY reform in the life of Paris, a reform that is mainly economic and yet deeply affects the moral domain, is promised.

The famous "mannequins," those chic and shapely girls who display the wares of Parisian dressmakers on their backs, are to be replaced by lifelike automatic figures.

The concern which is designing these new figures for the use of Parisian business is putting out two types of models.

1. Mechanical figures that move naturally and gracefully around the room, with a few simple movements, displaying dresses, hats and other wearing apparel as effectively (it is alleged) as living models could do.

2. Lifelike articulated figures that can be placed in any pose, but will not move.

Everybody who knows anything about Paris or has ever heard of the place will admit that this reform is a revolutionary one. For many years—in fact, ever since Paris acquired her international position as leader of fashions—the "mannequins" have been one of the most typical and attractive features of the gay capital. The word "mannequin" originally meant a lay figure used by artists and then came to be applied to the living models through commercial usage. Now, curious to say, it may denote an inanimate figure in business circles again.

A large proportion of the saucy little stories of Parisian life centre about an attractive mannequin. Without them that life, it seems, would lose much of its distinctive character, would become "denatured," we should say.

The prettiest and most beautifully formed among the working girls of Paris have always aspired to become mannequins. The typical Parisian man-about-town and the gay French nobleman are believed to feel a great interest in the mannequins. These living adjuncts of fashion are perhaps as much an attraction as the ornaments of the vaudeville stage.

Even the staid Parisian business man is supposed to accompany his wife cheerfully to the dressmaker's because of the opportunity it affords him to inspect the mannequin at her duties. Sometimes, too, he has occasion to drop in not accompanied by his wife.

But Paris is not so entirely devoted to gayety as we conventionally assume. Taken as a mass the women of France are probably the most high-minded, industrious and well-conducted people in the world. It is a source of regret to these Frenchwomen, and to many Frenchmen also, that a large class of girls should be employed in a somewhat dangerous occupation and should be the subject of jest all over the civilized world.

Moreover, since the awful destruction of human beings by the war it has become more than ever necessary that every person should be engaged in some useful, productive occupation. Therefore, the reformers argue, the replacement of the live mannequins by automatic figures will remove a great class of girls from a more or less demoralizing occupation and set them at liberty to follow a more useful and productive one.

The released mannequins may go to work in factory or farm, or, better still, they may stay at home and raise the families of which France is so greatly in need.

But many doubts must arise with regard to the success of the proposed reform. Will the mannequins willingly go back to the life of drudgery or domesticity which is recommended for them? Will they not rather seek some more deplorable calling if their former attractive occupation is closed to them?

The most serious doubt of all, however, must arise from the attitude of business. Will the wealthy capitalists engaged in producing the finest quality of dresses and women's wearing apparel of all kinds be content to give up their living mannequins, one of the most attractive features of their business, and use mechanical ones?

Can the mechanical mannequins display anything approximating the charm of the live ones in setting off a costume?

Concerning the attractiveness of the mechanical models the promoter of the scheme uses language of enthusiastic praise that is rather amusing. He says that the mechanical models are seductively beautiful and graceful, that their exquisitely colored wax complexions are more perfect than natural ones, and that in face and figure they are more beautiful than the average mannequin, because they are copied with the highest artistic skill from the most famously beautiful women of the Parisian stage.

The enthusiastic promoter omits to state whether he thinks the Parisian man, or maybe the American millionaire, will be as much interested in the automatic figure as in the living mannequin. Perhaps he feels that the discussion of such a point is beneath his dignity.

For the benefit of the employer it is pointed out that the automatons never go on strike, cost far less and present none of the temperamental problems so inseparable from the fair sex.

Undoubtedly the manufacture of the automatic mannequins has been carried out with wonderful art and ingenuity. A group of these figures possesses considerable charm, for they represent the most noted actresses and singers of Paris in very natural poses. It might even be argued with some show of reason that the artificial figures are more attractive than some living figures, for they have been copied from originals that understand the poetry of motion. It is indeed very interesting to hear about these fascinating artificial beauties from one who understands their manufacture.

"Artists of distinction, prominent among them the noted Parisian sculptor Pierre Imans, have not disdained to take up the new art of wax modelling," writes the expert. "The wax mannequin is now one of those art creations of Paris which, however they may be envied abroad, are beyond all foreign competition.

"Nothing is more difficult to produce than a perfect wax head. The most assured art and taste must be allied with the most perfect mechanical methods.

"While the head must be of seductive beauty, the figure is equally important. It must be of harmonious lines, of attitudes both bold and supple, to represent the Parisienne in all her grace and charm, as our masters of the pencil, the brush and the chisel show her.

"Around the exquisite face, full of life and charm, the hairdresser arranges long tresses of silky hair; the hat designer surmounts this tasteful coiffure with her creations. A fine aigrette or other ornament is made more attractive by the gracious and coquettish carriage of the head.

"The dressmaker drapes the harmonious lines of the artificial mannequin in clinging silks, in filmy muslins, in rich and tender velvets, in severe and dignified cloths.

"The corsetiere finds these mannequins built with lines of perfect grace and slenderness. The laces and linen of the underwear merchant rest upon forms of perfect grace and reveal alluringly delicate flesh tones.

"The brilliancy of the jeweler's treasures is greatly heightened when he places them on the exquisite ears, the lovely hair and the slender fingers of these waxen beauties. Nothing could enhance the lustre of pearls better than the ideal peaches-and-cream complexion of these models.

"Even the shoe gains in attractiveness on the foot of one of these figures, associated as it usually is with attractive accompaniments of silk and lace.

"The wax used is of a special, very fine quality, impregnated with a flesh-colored tint throughout before it is modelled.

"The artist carries his molten wax in a pot with a spout. He pours it over the framework of the figure and then moulds it into shape, working very much as a sculptor would with clay. The work is in many ways more complicated than the ordinary sculptor's art, for the wax artist must fit his model with perfectly colored eyes and tint her complexion.

"After that a dentist fits the waxen beauty with a pearly set of artificial teeth.

"Then she is turned over to another set of experts, who implant a wonderful and beautiful growth of natural hair into her waxen head—hair of the scalp, eyebrows, eyelashes, etc.

"Bust, arms and legs are entirely modelled from the flesh-colored wax in order to be perfectly natural in appearance. The hands are finished perfectly, even down to the representation of the finger nails.

"Finally the figure is ready for the display of gown, lingerie, shoes, jewels, coiffure and everything that makes up the outward glory of woman."

In order to make this model walk naturally very ingenious machinery has been introduced. The work was made less difficult by the fact that only a few slow, simple movements are needed to display a gown. Within the body is a delicate clockwork mechanism that causes the legs to move with a graceful, natural motion. The figure is placed in the desired attitude and then, the clockwork having been released, walks slowly around the room with dignified, graceful movements, displaying with alluring coquettishness and pride the gorgeous costumes and jewels that adorn her.

It is well known that a reproduction of the human figure, perfect in proportion and distribution of weight, cannot be depended on to stand erect. The living man holds himself upright by an unconscious balancing effort. To meet this difficulty in the automaton a gyroscopic attachment has been introduced, which brings the figure back to the upright whenever it begins to fall away.

The manufacture of the still waxen figure presented, of course, no great mechanical difficulty. It is, however, fashioned with the same superb skill as the walking automaton, and presents the same seductive beauty of face and figure.

The elbows, shoulders, waist, knees, etc., are fitted with universal joints and can be moved into any pose desired.

A distinguished critic states that he derives an even greater pleasure from gazing at these still waxen beauties than from looking at the walking mannequins.

# Newest Evening Dresses

## By Lady Duff-Gordon

## "Slip-Off-the-Shoulders" Gowns and Other Novelties of the Alluring Last Minute Fashions

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago

*A Short Evening Wrap of Dark Reversible Satin.*

*An Elaborate Dinner and Dancing Gown of Which a Shawl Is the Motif.*

*A Model Midsummer Gown That Has the Appearance and Reality of Midsummer Comfort.*

### By Lady Duff-Gordon
("LUCILE")

A CHARACTERISTIC of the newest evening dresses is that they have an air of slipping off the shoulders. Since the catastrophe is avoided, one may consider only the favorable side of the illusion. A gown so constructed looks cool. Moreover, it is cool. This drapery or no drapery about the neck and arms guarantees the appearance and reality of comfort in midsummer.

The gown worn by the figure that holds a fan above her head is a study in black and flesh color. Many times I have said that I like a flesh colored lining because it looks cosy. The bodice with its broad straps is made of repeated folds of chiffon. The bodice itself is enwrapped in the delicate, flesh colored fabric. The reasonably short skirt is of black satin slightly draped in the front and straight in the back. Over both bodice and skirt hangs a scant drapery of black net, which rises to a shoulder height at the back and ankle length at the skirt. The drapery has a narrow border of jet. About the hip line are three graduated jet bands. A scarf-like effect is secured at the front by long, tied ends of chiffon that hang from the bust line. The looseness of the drapery gives to the gown a grateful appearance of coolness.

Another, still more elaborate evening gown, is built upon a foundation of satin. Over the scant, little draped skirt is arranged drapery of black net. An over-drapery which hangs diagonally from the bust line is a solid massing of jet. The straight drapery at the back is fringed with jet. The shawl-like effect of the net in front is emphasized by jet fringe. The very low bust line of the black satin and net is heightened by the introduction of a wide piece of Valenciennes lace. Over one shoulder seems to have been flung a fold of a jetted lace net shawl. Really the drapery of this sleeve represents high artistry and elaborate care. Over the other shoulder is worn a strap of jet. This is one of my most successful and most admired creations.

The wraps worn with Summer evening gowns are of necessity of light texture. The one shown on this page is of dark reversible satin, the under side being of contrasting shade. It is short. Around the shoulders passes a wide, shirred, double edged trimming of the same silk. The collar and hem are of the reversible silk. The cloak does not quite hide the gown of white heavily beaded net, with fishtail train.

A lovely new evening gown designed for early Autumn wear by a dazzling brunette is built of rose-colored velvet and silver lace. The foundation material is of the rose-colored velvet. It is cut into a very low V at the front and back. The skirt is slightly draped at the left side. It has a long fishtail train. Over this is worn a Mandarin coat of silver lace.

# PERSHING SAILS HOME WITH FOCH'S 'GODSPEED'

### Leaves On The Leviathan After Exchanging Feeling Farewell With Marshal

### OUR DEAD A TIE, BOTH SAY

### Allied Leader Pledges Affectionate Care Of Fallen—Lauds America

Brest, September 1.—General John J. Pershing, commander of the American Expeditionary Force, sailed from here today on the transport Leviathan for the United States. The steamer left port at 3 o'clock this afternoon.

Marshal Foch came aboard the transport shortly before she sailed, and made a feeling address to the departing commander.

"In leaving France," said the Marshal, "you leave your dead in our hands. On our soil we will care for them religiously and zealously, as bearing witness of the powerful aid you brought us. These deal will bring from America many thoughts of remembrance and pious visit, and will bind still more strongly our already close union.

"Recalling with emotion the hours we have lived together—some of them full of anguish, some glorious—I am struck hard in the heart in passing with you the last moments of your stay among us. On your arrival, you said: 'Lafayette, we are here.' Allow a French soldier of today to return thanks to you and in a few words recall the work you have done for the rights and liberty of the world."

Marshal Foch then reviewed the American effort and continued:

**Praises Rise of Green Army**

"This army, raised in all haste, with still only elementary instruction, recently organised and commanded by young officers, without military tradition, passed rapidly into your hands. You have shown yourself to be in the largest sense organiser, soldier, chief, and great servant of your country, crowning the generous efforts and noble spirit of America with victory by your armies.

"If," concluded the Marshal, "the clouds of war should gather again in the future, would not these dead rise from their tombs and make their voices heard once more by a world which already knows that the same cause, the cause of Liberty, has united us since the time of Washington and Lafayette?"

General Pershing replied by bidding farewell to France in the person of the Marshal, "to her gallant poilus, to her patriotic men and to her noble women."

"You have done me the signal honor," he said, "of paying me a final visit. It is fitting that you should be the last to whom I say farewell, because of our intimate service together in the days of anxiety and victory.

"The American Army, in fulfillment of the will of the people, came to France because we stood for the same principles of right, and because the common ideals of the two countries called for mutual action upon this foundation. Close comradeship and co-operation rapidly moulded our fresh and aggressive young manhood into an army, which under you, as the allied leader, was to turn the tide of war.

"To have fought beside the glorious Army of France, and been of your people during more than two years, has given our relations an affectionate touch and makes our parting one of sadness. But in these deep sentiments there is an abiding confidence between our peoples which insures to the world our constant friendship and our common purpose in behalf of humanity.

"In leaving with France our dead, we are consoled to feel that their graves will be tenderly cared for and become a sacred shrine that will still more firmly bind us together."

Then the General and Marshal Foch walked arm in arm to the gangplank, exchanging final salutes as the Marshal stepped ashore.

**Bids Good-bye to Press.**

General Pershing, at a meeting with representatives of the French press this morning, bade farewell to the journalists. The American Commander in Chief made this statement:

"More than two years ago I arrived in Paris with a small group of officers and men, as the advance guard of our army. Since that day a vast host of Americans have come to France, lived among her people, and returned to their homes.

"If it is possible for different nations to understand each other, then we feel that we carry back with us an appreciation of France and its people, its art, and its culture. Our soldiers found their relaxation in Paris, along the rivers of the Pyrenees, and in the mountains. They have shared with the wonderful peasantry of France their joys and sorrows: they have fought, suffered and died beside the poilus, and rejoiced with them in the final victory. Such a mingling of peoples in a common cause is unprecedented in the history of the world. In taking our departure we have one regret—that the people who have formerly known us only as guests and visitors are without knowledge of the home life of the Americans.

"None of us will ever forget that period of the war when the American forces were assembled and trained for battle under the protection of the armies of France and England, holding the enemy at bay. Nor will we ever forget that moment of the struggle when we found our opportunity to join with the world in the second battle of the Marne.

"All this is now past, but it is upon the past that the foundation of our future relations must rest. In saying goodbye to France—which we have come to love so well—I feel assured that as time goes on we shall regard those days of comradeship and struggle more and more as an everlasting bond between our peoples."

## Marshal Foch And General Pershing

## OLD PRUSSIAN OFFICE GOES

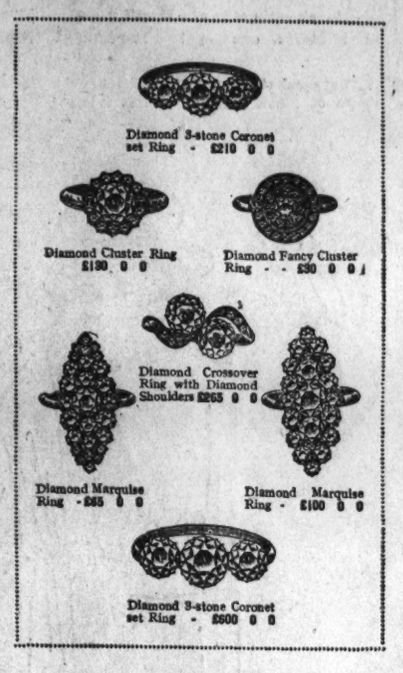
Berlin, September 1, (Associated Press.)—The abolishment of the office of Military Governor of Berlin, which has just been effected, marks the passing of a Prussian military institution dating back to 1658. The military administration of the city now devolves upon the local command of the regular army organisation.

## TO HONOR AMERICAN ARMY

**Plans For Laying Of Cornerstone Of Gironde Monument**

Paris, September 1.—The Chamber of Deputies today passed a bill providing for the Chamber to be officially represented next Saturday at the laying of the cornerstone of the monument at the mouth of the Gironde River which is to commemorate the first landing of American troops on French soil.

President Poincare and the Presidents of the Chamber and the Senate will attend the ceremony.



Diamond 3-stone Coronet set Ring - £210 0 0
Diamond Cluster Ring £130 0 0
Diamond Fancy Cluster Ring - - £30 0 0
Diamond Crossover Ring with Diamond Shoulders £265 0 0
Diamond Marquise Ring - £65 0 0
Diamond Marquise Ring - £100 0 0
Diamond 3-stone Coronet set Ring - £600 0 0

BY APPOINTMENT
JEWELLERS TO HIS MAJESTY KING GEORGE V.

THE Goldsmiths and Silversmiths Company's comprehensive stock of Diamond Rings affords every opportunity for selection, while at no other London House can rings of so high quality be purchased for such low prices. A catalogue of Rings will be sent post free on application.

Orders by post receive the same careful attention as those given in person, and customers abroad may rely upon the prices charged being the same as those prevailing in the London Showrooms.

Owing to the War prices are subject to increase without notice, but customers may rely upon the original prices being charged whenever possible.

**WARNING.**

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*with which is incorporated The Goldsmiths Alliance Ltd. Est. 1751*
**112. REGENT STREET. LONDON, W. 1.**
*A copy of the company's catalogue may be seen at the offices of The China Press.*

# La Vogue

**46 -:- Nanking Road -:- 46**

OUR

# LIQUIDATION SALE

is still proceeding

LIQUIDATION SALE

LIQUIDATION SALE

**LADIES**—Just figure out for yourselves the fancy prices you expect to, and do, pay for High-Class Fashion Goods in Shanghai, and compare them with our figures, which represent merely LANDED COST (or, in some cases, under), without a cent added for selling expenses (which are already written off in our liquidation at cost).

*(From Paris and London)*

| | |
|---|---|
| FLOWERS, from | $0.25 |
| COLLARS, (all high-grade neck-wear) from | 0.75 |
| VEILS, (novelties from San Francisco) from | 1.50 |
| HATS, (original prices between $20, and $40), from | 2.50 |
| BLOUSES, (a pretty group of these), from | 6.00 |
| DRESSES, (material alone cost more), from | 18.00 |
| COATS, (fine quality winter garments), from | 40.00 |

La Vogue
46
NANKING
ROAD

Underwear in great variety, Evening Gowns, Theatre Wraps, Negligees, etc., etc.—all at genuine sacrifice prices.

**FURS** of great elegance,—about $4,000 stock, at **cost**

**MATERIALS:—Cloths, Silks, Laces, Nets, Braidings, Garnitures, Tassels, etc., etc.**

One very large, spacious office and two flats TO LET over our ground floor showroom: OR, proposals will be entertained for the purchase of the business as a going concern. Best business location in town.

# Fashions For Children

## In Paris As Much Thought Is Devoted To The Garments Of The Little Ones As To The Grown-Ups

Real thought and care are displayed in the dressing of the French child. Whether boy or girl, there is no sameness about the mode of its attire.

Simplicity is the keynote of these children's fashions, as it is of all French dressing. But this simplicity never reaches the point of deadly monotony. There are as many different modes of unpretentiousness as there are different sorts of children. When one looks into the matter and examines the sources from which these clothes issue one finds the answer. There are specialists in the business of making children's outfits. These people do nothing else but cater to the needs of children, and to that worthy cause they devote their lives with the greatest care.

You enter the shop of a specialist in the matter of children's clothes and find decorations which carry out the thing she is doing. It is a place of bright colors and dainty fixings. On the walls are prints showing the clothing of children for many generations past. They are faintly colored and delicately sketched. There are mirrors set at low angles where the small ones can catch their own reflections without too much difficulty. There are soft pillows set upon the floor, woven from bright colors of beads in designs of brilliant posies.

Now, if the dresses of the Parisian mammas reach almost to their knees, then those of the children must be somewhat shorter. They are. They stop several inches above them. A story is told about a real shock on the Champs Elysees. Two ladies were seen walking down the Avenue, each muffled to her ears in fur and each topped by a drooping hat so that, from the rear, nothing could be seen of their headdresses nor of their faces. The dress of one of them was short, indeed, but of no novelty in Paris, for it reached sixteen inches from the ground, but the dress of the other made no attempt at reaching her knees. "Now, this is too much," said those approaching from behind. But as they drew near they saw that one was the mother and one was the daughter, with only the length of their skirts to distinguish between them.

Gay plaids are the coming thing for grown-up coats, but they have taken a running start by being used for Summer coats for the children. The cloths are all fuzzy and warm and cozy-looking, but the weight of the materials is lighter than a feather. The colors are the brightest and happiest one could meet in a day's journey. They are yellow and green combined, with big cuffs and an all-enveloping collar of pikin green. Or they are plaids of black and a grassy green, or those combined of brown and citron, or of blue and a bright cerise. All these coats are made on straight lines, with never a curve nor a cut-out seam. The sleeves are set in on straight lines and the coats themselves are cut in the same manner, so that, while there are buttons and buttonholes, the clothes have the effect of being carelessly wrapped about the figure.

The coat shown in the illustration is an example of what is new in baby manteaux. Once the young lady decides to let her arms droop, there comes a folding appearance to the coat which is altogether charming. The sleeves droop into the main portion of the coat, and the whole thing folds into the straight lines of the little figure. The material used here is the softest of vicuna cloth, golden brown, and silky as to surface. The buttons are shiny, round, and black, while the lining of a crushable silk is two or three tones lighter than the brown of the coat. A Paris child never wears a coat unless the dress harmonises with the wrap. In this particular instance the dress is made of the same color and quality of silk as is the lining of the coat.

A simple frock of cherry-colored organdie trimmed with pale pink frills and a pink rosebud.

Coat of golden brown vicuna cloth with black buttons.

A little girl was seen walking on the Bois arrayed in a broadcloth coat of raspberry, with only a mite of a chinchilla collar to give it trimming. She had a hat poked in shape, which was made of soft velvet in a color more nearly resembling crushed strawberries—or a trifle more red than the decided pink of the coat.

Another early Fall street costume for the lady-child laid all of its charm to color. It was a dark blue serge coat cut on the simplest of lines and almost tight in fit. It was worn over a bright orange chiffon frock which hung below the coat four or more inches and which allowed its large sailor collar to fall out over the blue of the coat. There was a simple little close fitting hat of dark blue velvet adorned only with a band of the same color of blue ribbon. There were blue slippers with big bows and blue silk stockings.

The hats are so quaint and so suitable that by a faint stretch of the imagination one believes them to have been designed and made by the children themselves. They have not a vestige of frame or lining. They are made solely of the material chosen for their construction. You wonder how this can be? A three-inch brim is made of heavy tailor's satin in black and lined with orchid colored silk. There is only a narrow cord about the edge and that is covered with the black satin. Then the brim droops below the soft, black satin crown. It entirely obscures one eye! It is charming.

Another hat is made in bonnet shape of black velvet. It has a high soft crown and a turned-up inch-wide brim. Its trimming is a row of bows of narrow orange ribbon straight across the front. You lift the hat and on its crown, inside, you discover an orange lining to match the row of little bows on the outside. Another one with a brim, made of silky black velvet, has a row of cretonne flower designs appliqued around its brim.

The gowns for the children display variety and individuality in their make-ups. But, above all, they are charming because they are entirely hand-made and always they have some touch of hand embroidery about them for trimming or for a finish of some sort. One little early Fall frock had a top of dark blue satin and a lower section of dark blue terry cloth in wool. The satin portion was embroidered with a chain stitch in red, making a regular pattern of diamonds over the surface of the satin. Then the low and rounded neck and the stitching.

short sleeves were edged with a triple row of the same chain means neglect their sons. Much French parents do not by any

In this love of making suitable clothes for their children the more care is bestowed upon the individual clothing of a boy than is ordinarily considered necessary in other countries. If he is inclined to be plump and blonde, his clothes are more pastel in coloring and much tighter in general form and fit. Wherever he is and whatever he is doing, he is bound, like his fair sister, to be a part of the picture.

## Beautifying Barbara

By Mimosa

### How a Plain Girl was Made Pretty

Barbara had always been considered the ugly ducking of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

### Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck, every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer cuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

### Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some stallax at the chemists', and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

### A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturalfy. So I suggested that she should get some colliandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artifical color has, it deepens slightly in a warm atmosphere, and thus appears absolutely natural.


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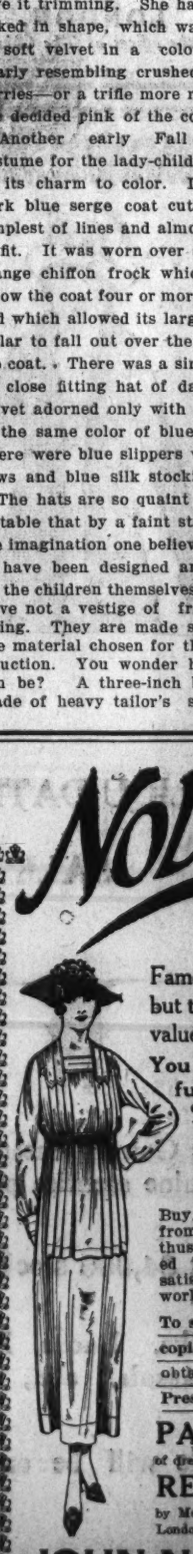

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The reason, as Dr. William Allen Pusey points out, is that "the skin because of the unnatural dryness loses its power of resistance." It cracks and breaks, becomes painfully rough and red. Dr. Pusey goes on to say that "the secret" in preventing and curing rough skin is to make up the deficiency of lubrication which the skin is failing to supply for itself.

*The Invisible Protection your skin needs*

Just before you go out, apply a little Pond's Vanishing Cream. It provides just the protection your skin needs to keep it soft-textured and lovely.

Use it on your hands and face. It is instantly absorbed by the skin, leaving not the slightest trace of a shine. Notice the soft, velvety texture—the transparent, natural coloring it gives the skin.

Use it every day. Do not be afraid to apply it while dressing. It disappears immediately and will not soil veil or gloves.

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Before going out in the evening, or whenever you want your skin to look particularly well, apply a little Vanishing Cream, as a finishing touch. It actually seems to smooth out all the tired lines, and makes the face feel wonderfully refreshed. It gives your skin the transparency and softness everyone so much admires.

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# AUTOMOBILES

SHANGHAI, SUNDAY, OCTOBER 12, 1919

## BUT ONE TIRE CHANGE ON 3,500 MILE JOURNEY

### Unique Record Is Made By Goodyears On Trip Across United States

One tire change in 3546 miles of trans-continental touring and one mechancial adjustment, a new fan belt, is the remarkable record made by W. J. and H. C. Emerick, in a White two ton truck equipped with Goodyear cord tires.

The Emericks were accompanied by their wives and families and camped in their truck during the whole trip. The big machine was equipped with a bus body, including storage places for food and cooking utensils and everything needed for a long trip.

They drove up to the salesrooms of the White Company in San Francisco recently and were congratulated by officials of the company and of the Goodyear Tire Company, as well as a throng of San Franciscans who gathered about the unusual Pullman mounted on a truck.

The Emericks left their home in Bellefonte, Pennsylvania, June 17 and have been on the go most of the time since. They are in the motor bus business there and took one of the bodies from a bus and mounted it on a White two ton chassis, equipped with Goodyear cord pneumatic tires. The machine rides easily and the party reported that the whole trip was fine except for the mud in the Middle West.

One of the most important things carried on the trip was a slight matter of eleven home cured hams. These added zest to the trip and made good dinners on many a night or the long trip.

From their home in Bellefonte, the Emericks drove to Pittsburgh, then to Wheeling, West Virginia. They then went to Zanesville, Indianapolis, St. Louis and Kansas City, and then to Hutchinson and Dodge City and then south through Colorado, by way of Trinidad and into New Mexico. In this part of the trip the roads were bad. Deep mud was encountered in Kansas and Nebraska. In places it was hub deep and the going was slow. They drove to the Grand Canyon of the Colorado and had a visit at this wonder of nature.

They then drove into California and found the roads wonderful. The Emericks declared that the roads in California are marvellous. They had heard of the progress made in road construction in the east, but did not believe it. They declared they thought it was some of the happy publicity that comes from the Golden State. To say that they were glad to reach the concrete roads of the state is putting it mildly.

From Los Angeles, the party came north by the coast road and stopped for a day or two at Monterey and then came north through the Big Trees and into San Francisco.

They plan on returning by way of the Lincoln Highway. They will go to Yosemite Valley and then over the Tioga Road into the Lake Tahoe country.

In the entire trip only one tire change was made and that was due to a leaky tube. The only mechanical adjustment was made on the fan belt. This broke and was replaced.

Emerick Brothers run a stage line equipped with White trucks at their home in the east.

## MEASURE ROAD IMPACTS

### Packard Used In Tests Showing Interesting Results

Preliminary road impact tests made by the bureau of public roads indicate that the impact pressure exerted by a motor truck in motion is about six times that of a truck at rest. The tests were conducted with a class B Government truck loaded up to five tons, running up to fifteen miles an hour and allowed to fall from varying heights on the impact measuring apparatus. These tests will be continued with trucks ranging from the lightest weight to the heaviest until complete data is obtained.

The question of the relative impact exerted by trucks with solid versus giant pneumatic tires will also be investigated. Definite arrangements have been made to secure a Packard three ton truck, with requisite tire equipment, for these tests.

By measuring the amount of impact actually delivered by the motor trucks to roads and by proceeding further in testing the destruction of actual road slabs subjected to impact Government officials hope to obtain very definite information which will permit them to design a high type pavement or high types that will resist definite traffic conditions.

## *Expert Mechanics Trained in American Army Schools*

### Greatest Automobile School System Yet Attempted Now Under Way In Four Transport Corps Camps

Few persons have any clear idea of the extent of the work undertaken by the Motor Transport Corps of the War Department to demonstrate the practical use of motor vehicles for commercial purposs and to train men thoroughly in automotive matters so that they may be skilled operators and mechanics.

The practical success of the use of motor trucks by the army during the war stands out as one of the big achievements of America in the conflict. Another demonstration now under way across the continent is the tour of more than seventy motor transport vehicles to preach the gospel of good roads and to recruit men for the educational advantages offered by the army in its development of motor use. Many of these men will ultimately be available for other branches of the Government preparing for extensive use of motor vehicles, as the Post Office Department, the Highway, and the Reclamation Bureaus.

For this school training four great camps have been admirably fitted up and several thousand men have already enlisted for the courses. They are: Camp Jesup, near Altanta; Camp Normoyle, in South San Antonio, Texas, near the Kelly Aviation Field; Camp Boyd, at El Paso, Texas, and Camp Holabird, in Baltimore.

"No educational or manufacturing institution in the world," says General C. B. Drake, head of the Motor Transport Corps, "can possibly compete in any sense with the equipment now in possession of the Motor Transport Corps as a plant for teaching automotive mechanics. The repair shops stand alone as the best of their kind in existence anywhere. They were designed and equipped not for the manufacture of a new article, but for the reconstruction of vehicles. Their equipment was designed in the light of the experience obtained by army officers in the maintenance of equipment on the Mexican border, and with the aid of the most competent automotive engineers and production men that the army could find.

"The buildings are permanent structures of cement, steel, and glass, covering about five acres each. The tool equipment is the finest and mst accurate that money will buy. It is duplicated only by the largest automobile manufacturers. Maintenance of the large number of vehicles in use in the army, and the probability of being required to care for the equipment of all other Government departments using motor vehicles, means that these shops will be running full time constantly, and will, therefore, afford the best possible place for practice in the art of automobile upkeep."

General Drake explains that the establishment of these schools since the close of the war was absolutely essential to obtain the proper number of automobile operators and drivers for the future needs of the Government. He found that men skilled in automotive vehicle operation and repair do not exist in anything like adequate numbers for the requirements of civil life. They are not being created at present either rapidly enough or well enough to at all meet present industrial needs. Skillful and competent automotive mechanics command wages that render them unattainable to the army under peace conditions. The army had no option in the matter and if entered the field of vocational training because there was no other way.

"Because of this dearth of good automotive mechanics," adds General Drake, "the public has grown to adopt a most wasteful and injurious habit of using automotive vehicles as long as they will function and then replace them, rather than maintaining them upon sound mechanical lines and thus securing an indefinite tenure of profitable operation."

For the men who enlist in the Motor Corps or the school work a thorough course of instruction, covering five different grades, has been arranged. First will be that of the soldier—a four weeks' course. Then will come that of the military chauffeur, eight weeks, in which emergency repairs will be taught and drills on the rules of the road under most trying conditions, in city and country, finishing with two weeks or more of driving in convoy formation by day and night.

Following this will come that of the auto mechanic, the aim of which is to produce men who will be able to overhaul and repair any standard type of truck or passenger vehicle. Next will be that of the inspector and foreman, sixteen weeks, designed to train men to master workmen in automotive matters. The last and highest will be that of the automotive engineer, open only to those who have successfully completed the preceding course. This will cover thirty-six weeks, and includes a course of university instruction in one of the best technological school.

It is not expected that all men enlisting in the Motor Corps will take every course. They will be assigned to the higher grades according to their ability, but the courses they do complete will make them efficient automobile workers in those particular branches.

General Drage states that for superior rapair men, who enter the army with a good deal of experience as automobile mechanics, and who are able to rapidly assimilate the work given in the first sixteen weeks' course, and who are therefore fit for assignment to the course for inspectors and shop foremen, the army will have a place, and every effort will be made to retain them as instructors in its schools.

For those who, upon completion of the inspectors and shop foremen course, desire to leave the service, positions as garage superintendents, service managers, motor vehicle supervisors for fire departments and municipal equipment, and positions as inspectors of motor vehicles in civil branches of the Government will be open.

Viewed from his latter aspect alone the educational facilities, offered by the Motor Transport Corps are more comprehensive than anything hitherto planned to develop a really efficient class of automotive mechanics.

## SPECKLED VARNISH

The varnish on the new car frequently becomes speckled after its first encounter with a rainstorm. These spots are hard to get off, but a treatment with raw linseed oil and salt and malt vinegar applied with plenty of elbow grease will come as near turning the trick as anything.

## Wire Wheel Proves Strong

### Bayonne, N. J., Motorist Describes Accident He Was In

As an example of wire wheel strength, the Wire Wheel Corporation of America points to actual performances, one of which is described in the following letter from George E. Molyneux of 19 Edwards Court, Bayonne:

"I was coasting down an incline on the Hudson County Boulevard in Jersey City about 4 o'clock in the afternoon at about twenty miles an hour. About half way down this grade, which spans the Erie Railroad cut, the surface of the roadbed had been removed. The front left wheel dropped into a depression about eleven inches deep, breaking the front shackle spring bolt, which allowed the front axle to swing under the car and consequently threw the car toward the sidewalk. One front wheel mounted the sidewalk with a curb about seven inches high. I changed the direction of the car, thus causing the left front wheel to come into contact with the curb sideways.

"I found the front axle, which is heavy and substantial, had a bend of at least four inches. I also found that the reach or drag rod, which is about seven-eighths of an inch in diameter, was bent seven inches. The left steering knuckle, one and three-quarter inches in diameter, had a very short and sharp bend.

"The wire wheel, from which the power was transmitted to these different members, causing them to bend, was simply thrown out of tune. I was able to go home on this wheel."

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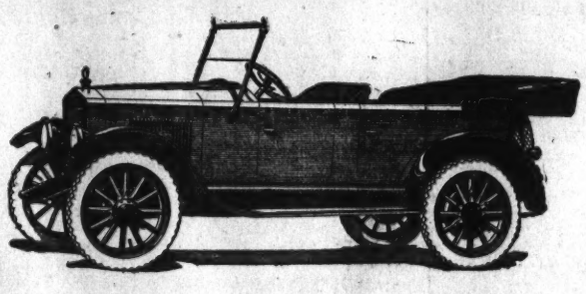

ESSEX MOTOR CARS DETROIT USA

# ESSEX SALES

ESSEX MOTOR CARS DETROIT USA

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Because the ESSEX, through sheer merit, has won the admiration of those who have seen it and ridden in it.

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with which the chassis is constructed makes depreciation small. The Essex is a low-priced car to buy; it is an inexpensive car to operate. It has the dignity that comes from power and poise. It will continue to operate smoothly and quietly with an acceleration and flexibility that will inspire the pride of ownership. It is in keeping with one's ideas of economy and good taste.

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# Firestone LORRY TYRES

NOTICE the Firestone Giant Lorry Tyres on the trailer in the above picture. These are the tyres that are doing the big work under difficulties everywhere. In this case 42x12-inch Giant Tyres have carried this tremendous load through soft, marshy places. A task which dual equipment could not have accomplished.

Everywhere that there is big work to be done in city or country this tyre, exclusively Firestone, is demonstrating its many advantages over ordinary types.

Greater traction, smoother riding, more protection for the lorry and its mechanism, more comfort for driver, extra wear. No matter what your lorry tyre needs, we have a Firestone Tyre especially adapted to any road, load or condition of service.

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Firestone Tire & Rubber Co., Akron, O., U.S.A.

# Good Brakes Best Insurance For Owners Of Automobiles

## Are Most Important Part Of Motor Car, Expert Explains Functions And Care

By H. Clifford Brokaw
*(Technical Director West Side Y. M. C. A. Automobile Schools, New York City)*

Good brakes on the old boat are about the best form of life insurance the auto driver can have. In fact, they are about the most important part of the auto. A pretty poor sort of motor will run the car, but to stop it requires the best there is to be had; pretty good will not do in an emergency. You need a motor to get there, but without good brakes you may get too far. Like the orator, you need good terminal facilities.

There is nothing the matter with the brakes on most cars when they come from the factory. There will be little the matter with them at any time if they are given proper care: if oil is put on where it is needed and kept off where it is not needed, and if worn parts are renewed in time to prevent an accident. The brakes will hold the car as long as they are in condition; they are sufficient for all needs so long as they are in order. It is the driver's business to see that they are kept in this condition before going out, even if he cannot take time to look after the motor. It may be a matter of life and death before the garage is reached again.

Every car has two sets of brakes, operating independently of each other, and either one should be in shape to hold the car at a standstill; or, in chauffeur phrasing "slide the wheels." There are other means of braking on the car, which will be mentioned further on. But the average owner is careless about the brakes. Recently I rode in a car where the driver was afraid to trust either set. The foot brake held under ordinary conditions, but was no good for a sudden emergent stop. The hand brake would hold the car as long as you held the lever, but could not be set, as the ratchet was worn, and every time we stopped on a grade I held the lever unless there was a convenient curb to run the wheel against.

Some time ago, out in the country, I came across a smashed new Ford which on a long hill had burned out the brake lining because the driver did not know or forgot that there was another set of brakes which he could use. He might have cut off the ignition and pressed the first speed pedal, which would have kept him at moderate speed by engine compression, or, with this particular car, might have pushed the reverse pedal, which would have been better still.

Drivers should learn to use first the foot and then the emergency brake on long hill. This alternation allows each in turn to cool off, for where there is so much friction heat cannot be avoided, and only by alternating the brakes is there safety from burned out linings. But also the driver should learn how to use the motor as a brake. By engaging a lower gear and cutting off the ignition the engine, under compression, will retard the speed sufficiently so that moderate use of the foot brake is enough for safety. Likewise safety calls for slow speed in descending a long hill, as less heat is developed, or at least it is developed more slowly.

Brake linings nowadays do not actually burn out, being made of an asbestos composition. But they char and lose frictional qualities and the fabric is likely to crumble away from the wire woven within it.

Another serious cause of brake failure is oil. As a rule this comes from the differential, leaking through the axle housing to the hub and then overflowing to the brake drums. This may be the result of enthusiasm in lubrication which prompts a too liberal quantity in the differential: Then when the car turns off the crown of the road the oil overflows the casing and the only outlet is the axle housing. And sometimes the play of the parts acts like a pump and sends the oil out along the axle. The remedy is using less oil, and if that does not remedy it, put a felt washer in the axle housing.

This consists of a long thin strip of hard felt wound around the shaft. Wind it, beginning at the wheel end, in a direction opposite to the forward motion of the shaft. It should be fastened to the shaft with shellac and bound with cord in several places. It need not cover more than six or eight inches of the shaft.

A rather unusual case came to my attention a few days ago. Oil on the brakes was traced back through the differential case and through the transmission shaft housing to the transmission case. In this there was a pump action of the gears which forced oil through the transmission shaft housing in such quantity that it might be called literally a flood in the differential and hubs. On this particular transmission case there is a dome. The garage man who vainly sought to stay the flood was told at the car service station to bore a small air hole in this dome and it would end the trouble, ending the pump action. It did.

Next oil is needed upon other parts of the brakes, if not the bands. There are many bearings and usually they are oiled with a squirt can. There is not much motion in any of the bearings, but it is fairly constant. Notice when driving, in the city particularly, the number of times the brake is applied, and remember just how the action is taking place in the mechanism. It will make you realise lubrication necessities.

If you do not know where to oil the brakes look up the lubrication chart of your car in the manufacturer's instruction book and then locate each bearing by inspection. You will find that they collect much road dust, which needs to be removed, for this grit makes excessive wear, and wear means a weak part which may break when you need it most.

The springs which hold the brake bands clear of the drums need attention occasionally to see that they do their duty and are not broken. Another thing to watch is the condition of the brake linings. They become greasy and do not grip the drum. The garage man will burn out the grease with a torch (after removing the bands), and you can save this expense by doing it yourself. Soak the lining in kerosene and apply a match if you have no torch.

The linings wear thin also, so that the retaining rivets score the drum. Better let the repair man replace the linings, but if you are far from that individual, and mechanically inclined, you may do the job if you can get the proper lining material and remember to countersink the rivets. But it is a job better left to the experienced mechanic.

Perfect safety may be had only by observing the foregoing and by keeping the brakes adjusted to work evenly on each rear wheel. Adjustments are made in front of each brake band and on the brake linkage. To adjust, jack up the rear wheels, set brake and turn adjustment until each brake when applied holds the two wheels with equal force.

### TO CLEAN SPARK PLUGS

An excellent method of cleaning spark plugs, or in fact any mica surface, is to wash them first in a 10 percent solution of acetic acid which is an infallible solvent of grease and carbon deposits. The plugs should then be washed off with gasolene and finally dried by rubbing them with a cloth.

# 6,500 Liberty Motors Made In Single Year By Lincoln Company

### *Production Record Is One Of Dramatic Capters In Industrial Story Of War*

By its final settlement with the Government, the Lincoln Motor Company wrote finis to one of the big dramatic chapters in the industrial story of the great war.

Organised less than two years ago by Henry M. Leland and Wilfred C. Leland, this company made a record for production of Liberty Motors which attracted world wide attention in a period filled with almost superhuman achievements.

To say that the company made 6,500 Liberty motors and a corresponding number of repair parts in less than a year gives only a faint suggestion of what has been accomplished. When the first government contract was obtained, August 31, 1917, frog ponds dotted the site of the Lincoln factory, on West Warren avenue, Detroit. More than 100 deeds and contracts changed hands in acquiring title to the ground. The main factory buildings were erected in three months, making a group more than 1,000 feet long.

**Rapid Insallatior**

In less than two months more these buildings were equipped with what is said to be the finest collection of precision machinery in the automobile field. Eighty-nine concerns co-operated to get this result. In all, 91,807 special tools of 6,522 different designs, had to be set up to obtain production on the required scale. Much of this tool development was carried on at a time when hundreds of changes were being made in the design of the product.

Such difficulties proved only a spur to greater effort. Within twelve months, there was built up an organisation of 6,000 men and women. And although under constant pressure to get greater production, the company overlooked no detail looking to the health, safety and well being of its employes.

**Records Follow One Another**

Before the close of 1918 Lincoln had the record of producing the largest number of Liberty motors in a single day, the largest number in a single month and the largest total rolled up by any manufacturer. Although the leading English manufacturer, with 10,000 employes, was able to turn out only fifty aircraft motors per week, Lincoln, with 6,000 Americans was producing Liberty engines at the rate of fifty per day. The Lincoln company completed its final contract sixteen days ahead of schedule and received from Government officials the highest commendation for its motors.

Thus Hugh M. Leland redeemed his promise, made when he had no organisation and no factory, to build as many motors and of at least as good quality as would be produced in any existing plant.

The Lincoln factory is now being rearranged to manufacture for the market a product that has been in course of development since the signing of the armistice.

# AMERICAN MADE CARS IN BIG DEMAND ABROAD

### Manufacturers In United States Are Keenly Alive To Export Trade

"An interesting phase of the automobile industry that Americans can well be proud of," says L. W. Mulford, president of the L. W. Mulford Company, Grant Six distributer, "is the wonderful demand that has been created throughout the world for American made cars. It's simply marvellous, as I was made to realise in my recent visit to the Grant factory, when George S. Waite, director of sales, showed me the company's mail orders for only a single day. All parts of the world were represented in the batch, including India, New Zealand, Australia, South Africa, the British Isles, Denmark and Switzerland.

"This shows very clearly the worldwide esteem in which American products are held and points to the immense possibilities of foreign trade now opening to American manufacturers, who are keenly alive to the significant part that will in the future be played by the export end of the motor car industry.

"One of the principal items in the consideration of the American car abroad is the matter of fuel consumption. Gasolene costs being so high in foreign countries," he says, "the fact that Grant Six owners average twenty miles to the gallon wins keen appreciation. Economy at this time is a first consideration, and the Grant Six's ability to run 900 miles to the gallon of oil, and 7,000 miles to the standard set of tires, speaks volumes for it as a favorite for this export as well as home trade."


PALMER
(ORIGINATORS OF THE THREE-RIB TREAD)
CORD TYRES

BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshas, Motor Cycles and Aeroplanes.

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IT PAYS TO BUY THE BEST!

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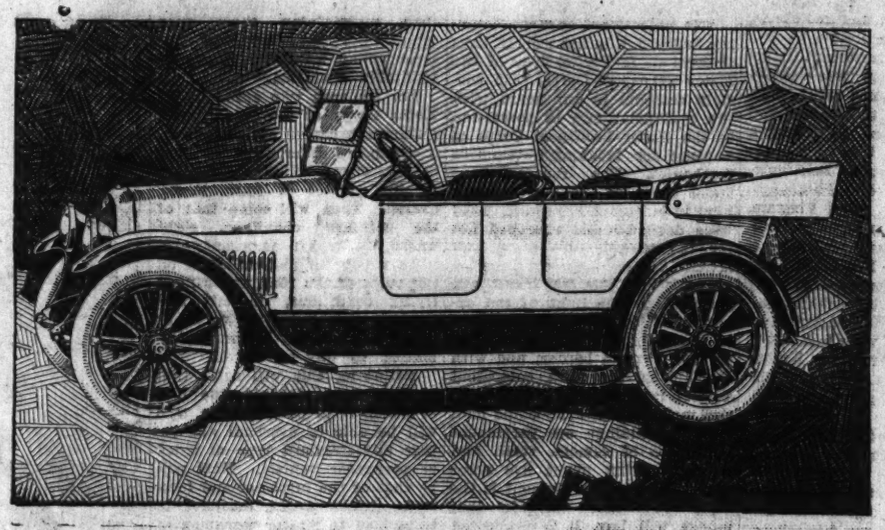

IS

THE MASTERPIECE OF MASTER-BUILDERS

In every detail the New Studebaker embodies the best in design and mechanical construction that Studebaker can put into a motor car. A motor car is only as good as its makers intend it should be, and Studebaker has been building vehicles since 1852.

It is qualified in every way to give the utmost in honest, faithful service and long-lived satisfaction to the owner.

And its upkeep-cost is so low that it will surprise you.

For a demonstration, notify

The Shanghai Horse Bazaar & Motor Co., Ltd.

Garage Phones: West 1641, 1642 and 1643 36 Bubbling Well Road

## MAKE MOVING PICTURES OF TIRE MANUFACTURE

### Series Of Films Taken At Firestone Factories Chronicles Various Stages

For several months the Firestone company, which employs approximately 15,000 persons, has been conducting classes in the making of all types of tires. Executives of the company have held that only by intensive training in the standards demanded by the automobile driving public can it equip workmen to turn out a product which warrants the company's guarantee.

A series of motion pictures, which has been completed after several weeks of actual work in the factory at Akron, Ohio, shows the details of tire manufacture from start to finish. Firestone methods of building carcasses, from the time the first ply of toughened rubberised fabric is placed upon the mold, through the finishing and treading departments, until it leaves the vulcanising heaters and is placed in huge warehouses to be given its final treatment and inspection before being placed in stock, have been faithfully reproduced for the screen, closeups of the most complex operations making the entire process easily understandable to those interested.

Firestone executives are seeking to interest young men in the possibilities of advancement in the rubber industry, and these films will be shown to the public in the hope that the work of tire making will appeal to a class of young men whose capabilities will fit them for a trial in the factory.

The educational advantages of the series, which were produced by the Universal Film Company under the supervision of Harry Levey, manager of the industrial department, are manifold. Never has the rubber industry been offered so complete a chronicle of one of its most important branches. The Firestone Company turns out thousands of solid and pneumatic tires daily, and its large factory wings, with hundreds of young men at machines molding the carcasses which will eventually become Firestone tires, have been carefully and painstakingly photographed.

## *American Methods Watched By Europe*

### *France, England And Italy Are Learning How Cars Are Built In U. S.*

Before the war the leadership of European automobile engineers was taken for granted.

Ever since the motor era first dawned, designers in the United States have been accustomed to look to Europe for the very best ideas in design and manufacture and to a certain extent the trend of fashion abroad in one season was a forecast of next season's novelties in America.

Today all is changed. America first made the motor car popular. America has built better cars for less money and in astonishing quantities by quantity production methods.

France, England and Italy now sit at the feet of Uncle Sam and are trying hard to learn the secret of the excellence of low-priced American cars.

Haughty old Albion, whose Rolls-Royce was at one time sold exclusively to the peerage, is actually trying to build an assembled car.

The Angus Sanderson, as it is called, is a British conception of American principles of quantity production. Fiat, of Italy, the largest motor car builder in Europe; Peugeot, Berlit and Citroen of France, are each building for them low-priced cars of typically American outline.

All of them have unit power plants, cylinders cast in block, the French and British with detachable cylinder heads.

Citroen and Berliet even have left steer, an innovation in Europe, although on the Continent people turn to the right as they do here.

Electric lighting and starting, which was so slow in becoming popular abroad, is found on all of the new models.

Hotchkiss drive also appears. Battery ignition has not been taken kindly to, however, but even in this they are following the most advanced American thought, since over here motor car designers are becoming dissatisfied with battery ignition and are coming to favor the magneto.

All of the new foreign cars have magneto ignition.

## THEY ANSWERED

Automobile students in a recent examination in New York evolved some answers that were fearfully and wonderfully made. Following are the questions and answers:

Ques.—What is a commutator?

Ans.—A man whose home is in New Rochelle and whose business is in New York.

Ques.—What is a vacuum?

Ans.—A great big place in Italy where the Pope lives all alone.

## A FEW SAFETY 'DON'TS' FOR THE AUTOMOBILIST

### Simple Rules That Will Make Shanghai Safer For The Driver And Pedestrian

Don't forget to slow down at street or road intersections. It may save a human life.

Don't forget, when signaled by a vehicle in your rear, to turn slightly to the left and allow such vehicle to pass you on your right.

Don't forget the pedestrians. They, too, have rights on the streets and highways.

Don't forget that every motor vehicle must be registered in the name of the owner.

Don't forget to use extra precautions when you see a child crossing a highway.

Don't forget that in case of accident you must stop immediately and give your name, address and license number to the injured party or a policeman. If no policeman is in the vicinity of the place of injury or accident, report the same to the nearest police station.

Don't forget that all motor vehicles must be equipped with adequate brakes in good working order and adequate horns or other signalling devices.

Don't forget that your lights must be lit within half an hour after sunset.

Don't forget that Safety First for yourself and others save life and limb, and often your temper.

Remember the A. B. C.'s. of motoring—Always Be Careful.

## *Car Prices Going Up Says Mitchell Head*

### *Manufacturers Predict Rise, Asserts President Stone Of Mitchell Corporation*

Predicting that the marvellous growth of the automobile industry during the last two decades would be eclipsed by the gigantic strides which would be made in the next few years, George Stowe, president of the Mitchell Motor Car Company of New York, returned to New York after a trip to the Middle West automobile factories.

"Cars are going up," was the message Stowe brought back. This prophecy, he said yesterday, was the almost unanimous opinion of the leading automobile manufacturers in the central West, all of whom felt sure that the public would eagerly absorb any output which could be made in the next two or three years. Stowe said that the manufacturers did not believe that production would catch up with demand for even a longer time than that.

"Anyone who thinks he is going to be able to get a car at a reduced price next year is going to be badly fooled. No one can tell how long a price made today is going to last, but almost any one who knows what is happening in the automobile game is sure that the change will be toward a higher price," was Stowe's summary of the situation.

After an intensive study of conditions in Detroit, Pittsburg, Chicago, Indianapolis and other large industrial centers Stowe said he found there was a general opinion that the automobiles put out from now on would be much better in workmanship and in mechanical features than those which appeared in pre-war days.

The Mitchell factory at Racine, Wis., he said, gave a typical example of what was going on in the entire industry. Every effort is being made to turn out a car which will give the minimum amount of trouble after it is sold.

"Every new feature which is put into the Mitchell is thoroughly tested out and its practical utility proved beyond a doubt before it is incorporated in a new model," he said.

## Hints For The Motorist

### Causes Of Clutch Abuse

There are many makes of cars fitted with clutches of such smooth action and with engines of such even pulling power that it is perfectly possible to start them from rest directly upon high gear, and demonstrators quite often exhibit this "stunt" to intending purchasers. Although the instruction books of such cars usually state that these cars should always be started on low gear and each forward speed engaged successively, there are some operators who disregard this advice and, in so doing, abuse their clutches, unnecessarily, strain all the transmission parts and waste fuel, especially if they are inexpert in the use of the clutch. The only condition under which a car should be started on other than low gear is when it is standing upon a grade, down which it will begin to move, by gravity, when the brakes are released. It is then permissible to engage a higher gear first. Occasional starting on the higher gears, on other than down grades, is not likely to produce perceptible evil results but, when it is made a practice of, it certainly does and is a common cause of the failure of clutches. Far more common than starting on the higher gears is the practice of declutching, when on high gear, allowing a car almost to stop and then letting in the clutch and accelerating the car, without changing to a lower gear. A large proportion of operators do this and sometimes even attempt it on heavy going or on up grades. It is always a cause of clutch wear, for much slippage of the clutch surfaces is usually permitted and it is especially so when the tractive conditions are anything but the easiest. Motorists often fail to realise what a large amount of power is required to accelerate a car and that, when the process is accompanied by clutch slipping, a large part of the engine power available, is much worse than wasted in heating and wearing out the clutch surfaces. It is much better to shift to second gear than to try to "pick up" speed on high, when a car is barely moving. Fuel, wear-and-tear and time are all conserved thereby and this is especially true of cars with high gear ratios, fierce clutches and engines without overlapping power impulses.


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Undoubtedly they are the most efficient tyres known for delivering long mileage at low ultimate cost, however, and that is what counts.

We recommend that you fit the famous All-Weather Tread "Goodyears" to your car and watch results.

Ask your dealer for Goodyear Fabric & Cord Tyres made in both inch and metric sizes, also Heavy Tourist Tubes.

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We sell you the car and give you

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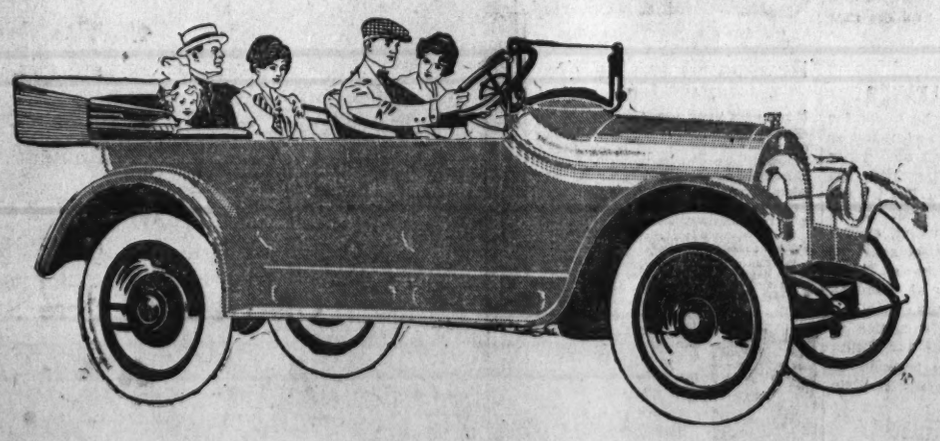

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# MACCAR TRUCK PEOPLE OPEN EXPORT OFFISCE

### Big Demand Abroad And Lifting Of Restrictions Increase Business

Because of the rapidly growing demand from abroad for Maccar trucks, an export office has been opened by the Maccar Truck Company at 21 Park Row, New York city. This office is in charge of M. S. May, a veteran in the export field, and already a considerable volume of business has been booked.

Among the recent orders for Maccar trucks for abroad, the most interesting is one for 500 Maccars placed by the H. I. Jacobson Russian Trading Corporation.

This company, which has its principal offices in Petrograd and Moscow, is one of the biggest Russian importing houses. Henry I. Jacobson, its head, is known as the "Morgan of Russia."

The order was accompanied by cash and called for delivery at the rate of fifty per month—evidence that business in Russia is by no means so dead as is generally supposed.

About half the trucks will be used in the various enterprises controlled by Mr. Jacobson. These include extensive coal mines and oil fields.

Among the other export orders recently closed is one for forty five-ton trucks for Norway. Delivery has already started on this order.

Other contracts call for the delivery of Maccar trucks to Sweden, Denmark and Colombia. With the lifting of import restrictions in other countries it is expected that many more contracts will shortly be closed.

M. S. May, in charge of the new Maccar export office, was formerly secretary of the Roman Trading Corporation.

## *Veteran Tire Man Acquires Big Plant*

### *Man Who Put Rubber Tires On Fire Engines In New York Makes Purchase*

New York, September 1.—After more than twenty years of successful work in the solid tire business in this city, the greater part of it having been in connection with the sale of Goodrich products, Curtis Wigg has taken over the big solid tire applying plant of the B. F. Goodrich Rubber Company at 605, 607 and 609 West Forty-eighth street, where he has the most complete equipment of its kind in the country, with a capacity of fifty trucks a day. He will operate under the name of the Okron Rubber Tire Company.

The machinery of this big establishment includes two 250 ton hydraulic presses and other ingenious devices, enabling the working staff to apply a solid tire to a front wheel in ten minutes and dual tires to a rear wheel in twenty minutes When it is known that some dual wheels with tires on weigh from 1,600 to 1,800 pounds one gets an idea of the size of this job.

Before the advent of the automobile Wigg had one of the largest applying stations in the city for carriage tires. He was the first man to suggest and apply rubber tires to fire engines in this city. Under Chief Bonner's administration the old fire engine known as No. 58 was equipped with rubber tires under Wigg's direction. Wigg also put the first pneumatic tires on Col. Waring's hansom. It was some task to convince these officials at that time that it was a feasible undertaking.

This expansion of Wigg's business is particularly gratifying to the big truck operators of the city who know of his experience and skill. They feel sure now that tire replacement is not a problem that need bother them.

## TO MAKE A CLEANER

Every car owner who cares for his own vehicle has had more or less trouble with grit and other foreign matter getting into the threads of bolts or in the tapped holes about the chassis. It is hard to dislodge this dirt, except by a special thread cleaner of some kind. By taking a fairly stiff piece of wire and bending nearly double and then bending the two ends at right angles to the body of the device and filling these ends to fit the threads of the screw a very efficient little cleaner is produced.

## TESTING THE MIXTURE

If the mixture is suspected of being too rich, shut off the fuel in the tank and open the throttle. If the mixture passing into the cylinders is too rich the engine speed will increase as the level of the gasoline in the float chamber is lowered, since this operation weakens the mixture considerably. If the mixture is thought to be too weak the float chamber can be flooded while the engine is running, and if this causes the motor to speed up it may be accepted as an indication that the mixture is not rich enough.

## Owners' Service Department

Q. Could an effective axle repair be made by using bolts to keep oil from leaking out around the flanges. The two halves of the housing are not tight and I discovered that the rivets were broken and the housing cracked slightly. I took some small bolts, drilled a few more holes and tightened the halves together. Do you think that is safe enough?

A. I wouldn't allow it to go as a permanent repair. At the first opportunity have the cracked part welded. The cost will be low compared with the chance you are taking of having the halves separate further.

Q. Is it possible for an ordinary flap to pinch a thick inner tube? I use wire wheels with straight side tires and good flaps. I noticed that one of them was torn on one side only after I removed it to find out the cause of the flat shoe. Is it possible for the flap to cause that pinch?

A. Of course, and you can readily prove it to yourself by noting the location of the tube pinch and compare it with the location of the torn flap end.

Q. The valves in my car are very noisy and no amount of adjustment at the tappet seems to be able to stop it. I have the smallest clearance now and still they click very loud. What else can I do?

A. The noise may be caused by worn valve stems or stem guides or by warped valve heads or poorly seating valves. It is not always the tappet.

Q. I understand there is a governor for the Ford car that works on the ignition system and is a simple, small part. Did you ever hear of such a governor for the Ford truck?

A. I have seen a governor that takes the place of the distributor arm in the timer case and cuts out the ignition when the engine reaches about 1,400 or 1,500 revolutions. I shall find out the name of the maker and send it to you.

Q. The upright that holds my windshield in place has broken just where one of the curtain fasteners is attached. There doesn't seem to be enough metal to give a chance for a welding job and I don't know how to fix it otherwise. Can you suggest anything?

A. A good welding concern can fix the support for you, filling the fastener hole and adding enough metals to obviate another breakage

Q. In case of a fire under the hood, ought the gas to be turned off and the hood then be removed? How else can the fire be checked?

A. The gasolene should be turned off and then the fire extinguisher should be turned on the blaze. Try to keep the engine turning over by means of the starter. This will tend to draw the flames into the manifold and cylinders.

Q. Would you advise me to use a heavier oil in summer than in winter? I haven't made any change and the engine seems to me to be a little underlubricated.

A. Yes. The heat tends to thin the heavier oil and make it just the right consistency. Before you put in the new oil flush the crankcase out with kerosene.

Q. I have been having trouble in starting my car, which is only a few weeks old and still tight. The starter works O. K., but the motor doesn't fire. The mixture is good, I know, I put the starter on for about twenty seconds, get a good mixture and yet the engine won't fire. But if I get out and crank her by hand I get a start first crack out of the box.

A. Your trouble is due to faulty ignition caused by too great a drain on the battery when you are using the starter. In cranking by hand you get enough voltage. You can start by the starter if the battery is low by quickly releasing the starting button or pedal, so that for an instant the engine is turning over and the starter is not in use. To test this the next time you have trouble substitute for your own a battery that you are certain is up to charge.


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Special attention is given to the all-important detail of packing for export.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

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## *Studebaker Plant Doubles Capacity*

### *Huge Car Factory At South Bend To Employ 16,000 Workmen*

Additions are under construction at the Studebaker manufacturing plant at South Bend, Indiana, which when completed will allow the Studebaker company to turn out three hundred cars a day and will employ 16,000 workmen. The enlarged plant will cover 131 acres of ground and will cost in the neighborhood of $8,000,000. The enlargements begun during the war provide for the manufacture of guns and munitions, but they were designed with an eye to the after-the-war uses as well. The plant will be complete in 1920.

When completed the huge plant will include a machine shop, 1175 feet by 450 feet, equipped with all modern machines necessary to the manufacture of automobiles; an assembling plant, four stories high and covering a ground space of 800 feet by 160 feet, with all modern equipment for carrying on this work; a foundry covering 800 by 160 feet; a heat treating plant, 1050 by 110 feet; a forge plant, 1050 by 160 feet; a stamping plant two stories high and covering a ground space of 1050 by 175 feet; a tool house four stories high, covering a ground space 1050 by 60 feet; a test building 1050 by 60 feet; a loading platform 890 by 25 feet; and a car storage building, 890 by 75 feet.

Every known device for labor saving will be installed in this plant for the manufacture of automobiles. The corporation's own system of railways, on which materials are carried from one department to another, are enlarged and extended to all parts of the plant. The most modern conveyors of material are to be installed, along with the other labor saving machinery being put in by the corporation.

**First Built Wagons**

The present Studebaker plant is the outgrowth of the little blacksmith and wagon-building shop founded in South Bend in 1852 by Henry and Clement Studebaker. The contrast between the first Studebaker factory and the plant building at present is striking. The great factory system that is to spread over 131 acres had its start in a little smithy that ran two forges and made wagons and buggies; the original business which started on a capital of $68 has grown to a corporation which has just issued bonds for $15,000,000.

After Henry and Clement Studebaker had been building wagons for a few years another brother John M., dropped in from the California gold fields with $8,000 in nuggets which he invested in the business, buying out Henry, who retired to rural life. Later two other Studebaker brothers joined the firm and the scope of the business was enlarged and agencies placed in several cities.

The story of the Studebaker company was a steady march forward until it became the largest manufacturer of horse drawn vehicles. Then the motor promised to displace the horse and the Studebaker Company began to turn its attention to "horseless vehicles." For some time it merely manufactured the bodies for other concerns, but in 1902 the company began to turn out its own motor drawn car. The first Studebakers were electric runabouts and motor trucks, but in 1904 the Studebaker gas car was placed on the market.

Now the manufacture of buggies has been given up, but the wagon making still goes on beside the auto manufacture. It has, however, dropped to a comparatively insignificant position beside the auto factory that uses $75,000,000 worth of materials each year.

## GASOLINE LOGIC

A simple but frequently forgotten precaution in regard to filling the gasolene tank is that the mouth of the gasolene can should be carefully wiped off before filling to remove any dust or dirt that may have lodged there. Otherwise, in the absence of a strainer, the gasolene will carry the accumulated dust into the tank and later there will be trouble with clogged pipes or carbureter.

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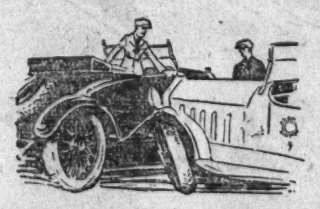
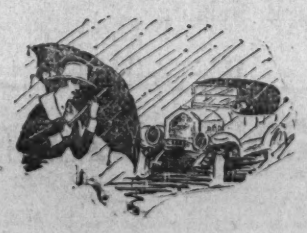
You may be a careful driver, but any of the following make an accident possible:

1. The other driver who speeds round a bad corner without warning or signal.
2. The person who, on a rainy, windy day, hides himself behind an umbrella.
3. The person who becomes "rattled" in a tight place in the traffic.
4. The child who runs across the street without stopping to look.
5. The man who steps from behind the car immediately before you.
6. The old person, possibly deaf, who crosses the street without the usual precautions.





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# Organised Labor Giving Its Support To President

## Wilson's Promise To Bring Workers And Capital Together Said To Have Influenced Labor Chiefs

Washington, September 1.—Reports received here tonight from all parts of the nation indicated that the ultra-radical and Bolshevist elements among the workers had been held in check over Labor Day and that President Wilson would be given an opportunity to test out his program for a meeting of employes and employers, which he feels will result in an agreement on readjustments that will end the danger of economic and industrial chaos.

The President, it was said tonight, has very definite opinions as to the most important steps which should be taken in facing the situation, and is prepared to stand firmly for his beliefs.

Developments here during the last week have given every indication that the President will receive the support of the American Federation of Labor as represented by its President, Samuel Gompers, and the members of its Executive Council. Mr. Gompers has stood firmly against the ascendency of any element in the ranks of organised labor which favors a repudiation of the position taken by the Administration, and has extended his best efforts to prevent disastrous strikes among the railroad shopcrafts.

The developments would indicate that the happenings of the week were of the utmost importance in reflecting what may develop in the future. While some of the leaders took the stand for a more radical course, the situation today goes far to prove that Mr. Gompers still is in control, and that his counsel for a "rule of reason" has prevailed.

**Labor Welcome Conference**

President Wilson's announcement that he will call a conference of employers and employes as soon as practicable to consider fundamental changes in regard to the part which each must play in the future of the industrial world, found a favorable reaction in labor circles here and apparently has ended the danger of a strike among the railroad shopcrafts and the steel workers. Labor is confident that in view of the President's attitude, representatives of capital must agree to participate in such a conference and the leaders at least are willing to await such a conference and see what is done to meet the demands which they have made. The leaders express the opinion that the rank and file of organised labor will now follow them in this course.

There was much speculation today as to the men whom President Wilson would summon to take part in such a conference. It was accepted as a certainty that President Gompers of the American Federation of Labor would be the most prominent representative of the labor group. Among the employers who will be called in, it is believed, are representatives of the principal railroads and the steel industry. Charles M. Schwab, Chairman of the Board of Bethlehem Steel, it was said, was one of the men who would be called, and probably Judge E. H. Gary, Chairman of the Board of the United States Steel Corporation. The President, however, has not given any intimation as to the personnel of the conference.

There has been a strong movement among some of the leaders of organised labor to bring about such a "round table" discussion of the problems, and it is felt that labor generally will accept the President's program for the meeting. It is expected that representatives of the employers may suggest that certain conditions be accepted, such as an understanding that their presence is not binding upon them in any direction, at least until action is approved by them at the conference.

**Advocate Radical Changes**

There is an element in the ranks of organised labor which is opposed to any agreement which may result in delay, without absolute assurance that their demands would be met in full, but the indications now are that their influence is not strong enough to cause serious trouble in face of President Wilson's stand. Among these elements are some of the more radical exponents of the Plumb plan for the nationalisation of the railways, who contend that no proposition should be considered except out-and-out approval of their plans, without debate.

Radical changes in regard to the part which labor shall play in industry are advocated pretty generally by the more conservative labor leaders, but they are willing to put aside other plans for such readjustment until there has been opportunity for a general discussion. It is said here that Administration leaders, as well as a number of the labor leaders, are satisfied that the Plumb plan for Government ownership of the railroads with the nationalisation feature attached cannot be put into effect overnight because of the great economic problems involved, and that they are prepared to follow a more temperate course.

It is believed here that the President will call the conference of employers and employes soon after his return from his Wetern tour. It is possible that a call may be issued within a few days fixing a date. The President, it is said, has given much thought to the proposition for several weeks and has about made up his mind as to the general lines he will suggest for the conference. It also is understood that the President is prepared to place before the conference a message, giving in some details, the reforms which he feels should be accepted both by capital and labor as the basis for their deliberations.

## KING 8 CLOSED CARS READY

**Manager Vogeler Got Body Orders In Early**

Although there is sure to be a shortage of closed cars for the coming winter, W. R. Vogeler, New York manager of the King Car Corporation, reports that owing to orders placed with body builders in the early spring and summer the delivery of King 8 closed cars already is under way and will continue steadily until cold weather.

Four types of closed Kings are being offered—the seven passenger Limoudan, four passenger Sedanette and town car—all the bodies having been built to meet particular requirements—and a regular Sedan built complete at the factory.

## INTERIOR WIRE BREAK

On rare occasions it happens that a wire breaks inside its insulation, giving no exterior sign of the trouble. The car owner thinks the ignition system has gone bad, changes spark plugs, sends the magneto to the service station, etc., when all the time this interior wire break is the cause. In the event of an obscure ignition trouble remember this.

## Proper Air Pressure For All Types Of Tires

By R. R. Drake
(*Manager, Service Department, U. S. Company*)

Herewith is given a new table showing the maximum loads and the proper air pressure for pneumatic tires:

Fabric tires for passenger cars:

| Tire— Inches. | Max. Load— Pounds. | C'rr'sp'nding Air Pressure. |
|---|---|---|
| 3 | 375 | 45 |
| 3½ | 570 | 55 |
| 4 | 815 | 65 |
| 4½ | 1,100 | 75 |
| 5 | 1,500 | 85 |

Cord tires for passenger cars:

| Tire— Inches. | Max. Load— Pounds. | C'rr'sp'nding Air Pressure. |
|---|---|---|
| 3 | 400 | 40 |
| 3½ | 600 | 50 |
| 4 | 850 | 60 |
| 4½ | 1,200 | 70 |
| 5 | 1,700 | 80 |

Cord tires for motor trucks:

| Tire— Inches. | Max. Load— Pounds. | C'rr'sp'nding Air Pressure. |
|---|---|---|
| 4 | 850 | 70 |
| 4½ | 1,200 | 75 |
| 5 | 1,700 | 80 |
| 6 | 2,200 | 90 |
| 7 | 3,000 | 100 |
| 8 | 4,000 | 100 |

It will be noted that in this table the cord tire is given a slightly greater carrying capacity than the fabric. The difference between the air pressure of fabric and cord tires should be carefully noted.

There has been so much discussion to the effect that cord tires did not require as much pressure as fabric tires that we have found by taking the pressure of a number of cord tires selected at random that motorists are using considerably less pressure than they should.

The result of this is that occasionally a cord tire is injured due to backing into a curb or striking some other obstruction with force enough to press the tire down to the rim, which causes a break.

## TIRE ROTATION BEST

**Put New Tires On Rear Wheels First**

Few motorists realise the importance of always mounting new tires on rear wheels, moving up the partly worn tires to the front wheels.

This principle of tire rotation, if strictly followed, will increase tire mileage as much as 50 percent. It may sound like exaggeration but careful tests have proved that this increase often results.

The service which tires are called upon to give on front wheels is much less severe than that required on rear wheels. Tires nearly worn out in service on the rear wheels will run for hundreds and often thousands of miles under less severe conditions if put on the front wheels.

The chief objection to practising this principle of tire rotation comes from motorists who use non-skids on rear wheels only, finding that non-skid tires on front wheels cause difficulty in steering, much the same as driving over rough or stony roads. This objection to the use of non-skids in front is confined to tires with small sharp projections. The non-skid with a broad, flat traction surface can be used on the front wheels just as comfortably and satisfactorily as on rear.

R. B. Bramwell, advertising manager of the Michelin Tire Company, points out that the Michelin Universal non-skid is an ideal tire for use on all four wheels. Its tread is broad and flat, being designed to combine the advantages of both the raised tread and the suction tread types of non-skids. Thus, while extremely effective in preventing skidding, it also offers an unusual-large traction surface, which makes steering and driving easy. With this tire the principle of tire rotation can be utilised to full advantage.

## USE FOR OLD FILES

Occasionally it becomes necessary for the man who operates his own car to file a piece of cast iron that has been subjected to friction and has acquired a glassy surface of "skin." The best way to get through this skin is to use the edges of an old file, as using a good flat on such surfaces will spoil it.

## TELL YOUR CHAUFFEUR!

Cultivate the habit of coasting around corners or going into second speed. Turning the corners at speed imposes intense strains on all parts of the mechanism and should be avoided for that reason, in addition to which it makes for skids. Further, turning at speed is exceedingly bad for the tires.

## VOICE PROTEST IN CHILE

**80,000 In Santiago Demonstration For Better Conditions**

Santiago, Chile, August 29.—Eighty thousand workmen and students participated in a demonstration here today asking the Government to augment production, form a food administration, stabilise money, and bring about better economic conditions for working men and employes. The Minister of the Interior promised that measures would be taken to remedy the situation.

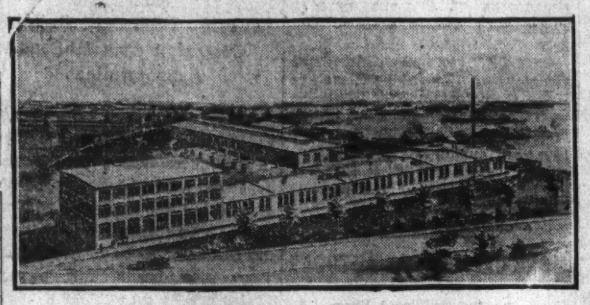
Meetings were held throughout the country for the same purpose, but there was no disorder anywhere.

## ALEXANDRA CUTS EXPENSE

**Discharges Two Police Chauffeurs Used By Late King Edward**

London, August 30.—Queen Alexandra has decided to reduce her staff of police chauffeurs by two-thirds. King Edward was very partial to police drivers, and at least three were retained by His Majesty after his death.

In view of the need for economy in all ranks of society, and the desirability of setting a good example, two of the three men will be dispensed with, it is understood.

"Neverleek" Factory at Framingham, Mass.

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HOOD MATERIAL

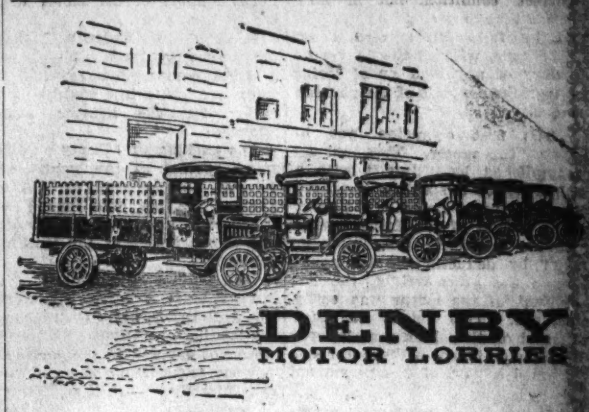
THE standard hood material of fifty American motor car factories, even though it costs a bit more than ordinary hood material, means that NEVERLEEK has the quality and the wear to warrant the increase in first cost. These factories are willing to give to their users the best made.

NEVERLEEK is the mark of the best hood material from a good motor car factory. Carrcocloth, the light weight material for hood envelopes, kicker pads, seat covers, made in several shades.

Wholesalers increase your trade by carrying this cloth in stock. Every yard of "Neverleek" is stamped "Guaranteed by the maker."

*For sale by good dealers everywhere.*
*Correspondence solicited from the wholesale trade.*

F. S. Carr Co., Boston, Mass., U. S. A.




*A Good Come Back*

THE greatest satisfaction to any builder of lorries comes when a user, in his natural trade expansion, buys more of the same make. The Denby builders point with pride to a rapidly growing army of such users. One of the things contributing to this result is Denby's exacting inspection of every part entering into its construction.

Load capacities: 1, 2, 2½, 3½, 5 tons.

Agent: E. W. FRAZAR, Tientsin and Peking

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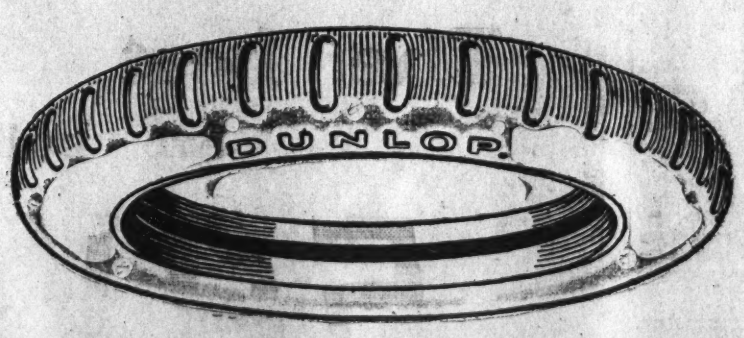


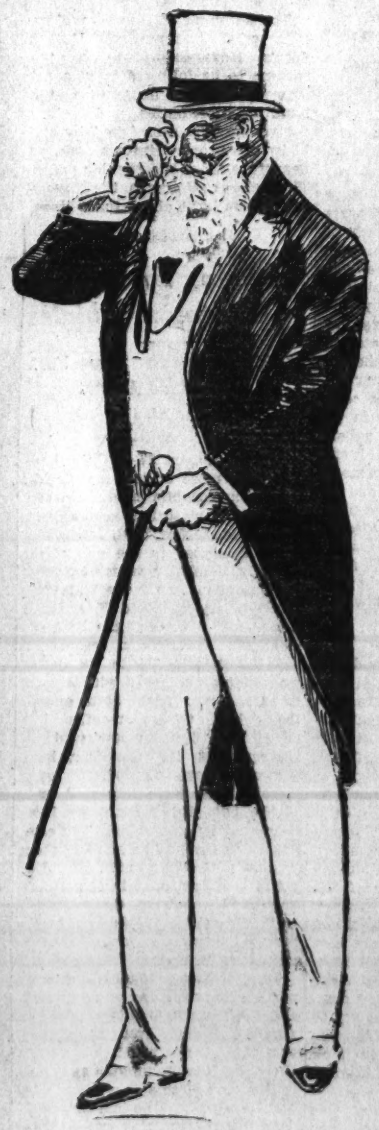

SHOE WISDOM

There's no great amount of difference between Shoe Wisdom and Motor Tyre Wisdom.

Shoe Wisdom is that particular brew of common sense which advises you that the best footwear is the cheapest in the long run.

In a like measure are Dunlop Tyres the best in the long run.

Have your car shod with Dunlops.



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# Shipping Of Liberty Motors Followed System Outlined By U.S. Government Expert

## Every Stage Of Operations Governed By Definite Rule Of Procedure; Utmost Care Taken In Packing

Every stage of the operations in connection with the Liberty motor was governed by a definite rule of procedure, and the packing and shipping of the motors was no exception to the general rule.

As soon as the motors were finally inspected and given the United States Signal Corps numbers, they were officially the property of the government. No stone was left unturned to see that these motors arrived at their destinations, not merely in perfect condition, but in such shape that they could be unpacked by following a certain set procedure, without the danger of injury of any kind or of losing any of the contents of the packing cases.

The first operation was to weigh the motor. This was accomplished by lifting it with a chainfall to a specially prepared wooden frame placed on the scale. The weight of the frame was of course marked plainly upon it, and by deducting that amount from the gross weight, the net weight of the motor was easily figured. This weight was then placed on the blank containing a complete history of the motor and formed a part of the permanent records.

From the scales the motor was lifted to a truck with a steel frame and was taken to the sprayers and coated with a solution of anti-rust paint. This paint was applied with an air brush, being blown through the atomiser by compressed air, and in this manner it penetrated to all the awkward corners and every part of the motor was covered with a thin, moisture resisting covering.

**Boxes Desiged Especially**

The boxes in which the motors were shipped were designed especially for the purpose and built exactly to specifications. The material used was white pine, and besides being of double thickness and braced with wood in several places, the outside was strongly reinforced with iron straps.

A frame of stout planks was also made to support the weight of the motor within the box, and to this frame the motor was securely bolted during transit. When ready to box the motor, the frame was first placed on a roller conveyer and covered with a sheet of waterproof paper of the proper size to protect the lower part of the motor. To economise space, the exhaust manifolds were removed and screwed to the frame, the openings in the cylinders being covered with plates.

The motor was, of course, lowered on to the frame by means of a chainfall, and the 14 bolts put through this temporary engine bed. At the same time, four eye bolts were fastened at the corners of the frame for convenience in lifting the motor when unloading.

With each motor was included certain extra parts to provide for emergencies, and in addition to this a shipment of repair parts was made up for every batch of motors shipped. In this manner the matter of field service was taken care of along very similar lines to those followed by the leading motor car companies, as each depot and training station had its force of motor mechanics and an adequate stock of parts.

The next operation was to completely enclose the motor in an envelope of water-proof paper, pieces of the proper size being placed across the top of the motor in both directions, the ends of the lower piece already in place being gathered up and folded in the whole being securely fastened to the wooden frame with nails and cleats. Over this again was placed a tarpaulin cover, which was firmly roped in place.

**Peking Done Carefully**

The motor was now ready to place in the box, being slid forward on the rollers until the ends of the wooden bed were flush with the edges of the box. In this position, the top of the frame rested against the lower edges of the wooden braces inside the box, to prevent its shifting about even if the box should be turned upside down, and as a futher precaution big lag screws were driven through from the outside of the box into the timber of the frame, by means of a pneumatic machine.

The ends of the box were now fastened in place, being reinforced with strap iron hands. Large iron bands were also passed completly around the box from top to bottom at either end. Across the top of the box was another thick layer of waterproof paper, lapping down over the sides and ends.

The bottom of the box was made of heavy planks, slightly beveled off at the ends to aid in placing rollers under the box for moving. Holes were drilled through this heavy bottom and two cables passed through, brought around up the sides of the box and fastened together at the center of the top, with a stout iron ring for use in lifting the package with a crane or block and tackle. The cables were held in position by staples driven in the box.

In the case of export shipments, the outside of the box was given two coats of waterproof paint. Boxes for domestic shipment were unpainted.

On the outside of the box was plainly stenciled the address to which the motor was being shipped, the order number, whether the motor was of the high or low compression type, the Signal Corps number of the motor and the crate number.

It should be understood that there were two types of motors—a high compression motor for army use and a low compression motor for the heavier navy 'planes.

The packing of Liberty motors was inspected as the work progressed, and as soon as it was finished the box was loaded on an electric elevating floor truck and placed in one of the waiting box cars.

**Armed Watchmen on Guard**

From start to finish, this work was done under cover: even during the loading operations the motors were not exposed to the weather. A spur track from the railroad ran directly into the Liberty Motor test field, and the cars were placed on this truck for the full length of the covered loading dock. Like the rest of the test field, the entrance of the track to the field was carefully guarded by armed watchmen. The field was brightly illuminated at night with powerful electric lights and fenced in on all sides.

As soon as a freight car was loaded a check of its contents was made, the doors closed and the government seal placed on the doors. These seals were not broken until the motors reached their destination. During shipment, as well as in the placing of freight cars for loading, the efforts of the Buick traffic department were constantly employed to see that no delays of any character occurred. This department was constantly in touch with all the important railroad junctions and yards, not only by means of the telephone and telegraph, but through a number of traveling representatives whose sole duty it was to expedite the movement of material going to and from the factory. This methed is followed at all times and the organisation has kept pace with the growth of Buick through many years, and it was turned to the very best account during the manufacture of Liberty motors and other government war supplies.

The shipping of Liberty motors is a good example. In United States Government work, the routine to be followed is of great importance in expediting the handling of supplies, and serious delays may be occasioned by the lack of proper information or departure from the regular order. Throughout all stages, the organisation was built along these lines.

# Amazing Increase Of Motor Vehicles

## 68,000 More In New York State Since August 1, 1918

Albany, August 23.—While there has been more or less speculation among automobile manufacturers, dealers and motorists generally as to just what New York State was doing this year in the way of increasing its motor vehicles figures announced today for the first time by Secretary of State Francis M. Hugo and covering the first six months' registration reveal a growth that is little short of marvellous. Compared with August 1, 1918, New York State during the last twelve months has added over 68,000 motor vehicles. the ranks of its chauffeurs have grown by over 21,000, its commercial cars have increased over 13,000, but its motorcycles have decreased by over 4,700. The comparative figures tell a story of their own of a twelve months period of activity unparalleled in the State's automobile history. On August 1, 1919, New York State had a motor vehicle registration of no less than 504,771 cars.

The following figures, a comparison between August 1, 1918, and the same date this year, show a gain that gives every evidence of verifying the prediction of Mr. Hugo, made some months ago, that by the end of this year New York State would have no less than 525,000 motor vehicles within its boundaries:

| | Aug. 1, 1918. | Aug. 1, 1919. | Increase |
|---|---|---|---|
| Pleasure .. | 346,100 | 398,560 | 52,460 |
| Omnibus .. | 16,859 | 19,056 | 2,197 |
| Commercial | 69,160 | 83,076 | 13,916 |
| Trailers .. | 1,887 | 1,633 | Dec. 254 |
| Dealers ... | 2,220 | 2,446 | 226 |
| Motorcycles | 26,415 | 21,626 | Dec. 4,789 |
| Chauffeurs. | 129,076 | 150,674 | 21,598 |

# Hugging A Girl Too Much For Auto Driver

Newark, (N. J.), August 20.—Hugging a girl is a job in itself. To be done properly it should have the hugger's undivided attention. Ralph Holleman learned this today when haled before Motor Commissioner Dill. Holleman's automobile, which he was driving with one hand while while the other appeared on the starboard side of a girl's trim waist, went on strike, got upon its dignity and smashed into another car.

"We'll have none of this one-handed driving in New Jersey," said Commissioner Dill after Holleman admitted that either the girl or the car should have had his whole attention. "You can do only one thing at a time."

# VALUE OF GOOD ROADS REALISED IN AMERICA

## Unusual Highway Building Campaign Sees Millions Appropriations

"Right now we are to see an unusual highway building campaign in the United States," says James J. Hunt, general manager of the Reo Motor Car Company of New York. "In fact it is said that the total amount to be expended this year on roads in the various States will be over $350,000,000.

"There was a time not so very long ago when it was next to impossible to get money for the building of roads because of the prejudice in some sections against the motor car. Today the entire world knows the value of the motor transportation and see in it the means of moving the world's goods. When railroad strikes threaten, when there is a shortage of freight cars, when horses fall down on their jobs and when speed and certainty of delivery is required the motor truck is called upon and it never shirks duty.

"Several factors have been responsible for the present highway expenditures and prominent among them was the attention the war focussed on the need of good highways throughout the country. The incentive for individual States to match the Federal aid appropriation and the passage of big bond issues for goode roads also figured prominently in the work of securing highway improvements."

# MORE CAPITAL FOR AUTOCAR

## Company Raises Total From $2,000,000 to $10,000,000

At a special meeting of the stockholders of the Autocar Company of Ardmore, Pa., last month it was voted to increase the capital stock of the company from $2,000,000 to $10,000,000. The board of directors authorised the immediate sale of $1,000,000 of this new issue of capital stock to stockholders of record July 22. Such rights as may not be taken by the present stockholders will be sold to other employees.

This additional $1,000,000 of cash capital is issued at this time for the purpose of financing the constantly increasing volume of business of the company.

The Autccar Company was established in 1897 and for the last ten years has manufactured the Autocar motor truck exclusively. This motor truck is marketed through a complete system of factory branches owned and operated by the parent company and covering the entire country from coast to coast.

There is no change in the officers of the company nor in the board of directors, and no foundation whatever for the rumor that the Autocar motor truck exclusive-party to a consolidation with other important motor truck interests.

# TO REMOVE THE DUST

The best utensil for removing dust from the engine is a thick, soft brush, of the sort that painters use. There are so many spit pins and projections about the engine that waste is generally provocative of regrettable language.

# FUEL STOPPAGE

When the engine, after being started, runs for a minute or two and then stops, the first place to look for trouble is in the gasolene feed line. A partial stoppage in the pipe will lessen the flow of fuel so that the float chamber fills slowly. On being started the motor at once consumes this gasolene and then has to wait for more. There is another possible cause of this trouble, and that is the float of the carbureter sticking. Of course if the float is stuck in a high position the flow of fuel will be greatly lessened or even stopped.

# Marmon-Nordyke Factory To Start Expansion Plans

**Announcement Of Big Indianapolis Plant**

The Nordyke and Marmon Company of Indianapolis announce a program of building activity which will make the Marmon factory one of the largest industrial plants in the Central States.

This means an immediate enlarging of the output of cars by the company, and consequently more cars.

**Talks Over Plans**

In discussing the announcement, Mr. A. G. Faulkner, distributor for the State of California, said.

"While in the East I talked over the plans of the company for expansion with the vice-president and general manager, F. E. Moskovics, and so the announcement this week comes as no surprise. However, it seemed good to know that work had actually been started, for that means that everything is now under way for expansion and increased production."

Contracts were let by the big Indianapolis motor car company for two new buildings, and at the same time announcement was made that the company would issue $2,500,000 of long-term securities.

The first unit of the plant extension will be a five-story reinforced concrete building 80 feet wide by 600 feet in length. The building will be completed late this fall, and used for the building of automobile bodies. The completion of this structure will enable the Nordyke and Marmon Company to build the bodies for closed-body cars of five different types, which heretofore have been built elsewhere.

The second building on which work has started will be a one-story structure 100 feet by 800 feet. It will be of reinforced steel and concrete, and will be used as a final assembly plant for Marmon cars.

The plans for expansion also cover a new planing mill, a dry kiln and a power plant. With the completion of these new fireproof construction buildings, the Nordyke and Marmon Company will have an extension plant covering more than forty-five acres.

Accompanying the announcement was a letter to Faulkner from Walter C. Marmon, president of the Nordyke and Marmon Company, in which he outlined the future plans for increased production and the bearing that it would have on business relations with the Coast Marmon chief.


B.S.A.
Motor Bicycle
For Solo & Sidecar
MODEL "K" 4½ H. P.
With Three-speed Countershaft Gear, Chain-cum-belt Drive.
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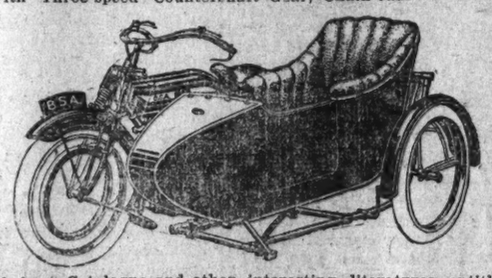
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Ask for a Catalogue and other interesting literatures entitled "On war service;" "Autobiography of a B.S.A. Motor Bicycle for 10,000 miles;" "Despatch carrying in German East Africa, etc.
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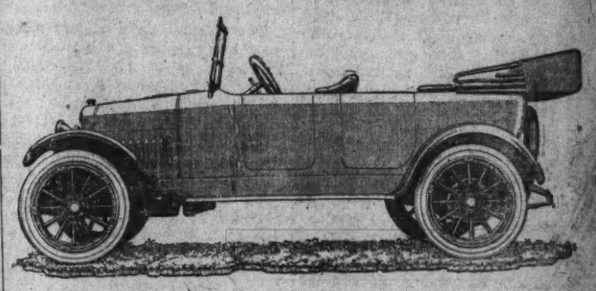
MAXWELL CARS

IF you could spend a day at one of the great Maxwell shops, you would understand why it is possible to build so much power, speed, reliability, endurance, economy and so much comfort and beauty in the low priced Maxwell Motor Car.

Maxwell parts, for example, are "ground to size"—the most expensive operation in modern machine work—not hand fitted to needlessly add to the price of your car.



There is but one motto in the mind of every Maxwell employee—to build the Maxwell Motor Car with precision and care, in the true mechanical sense.

300,000 Maxwell owners the world over testify that the original Maxwell simple chassis design, still adhered to, is right.

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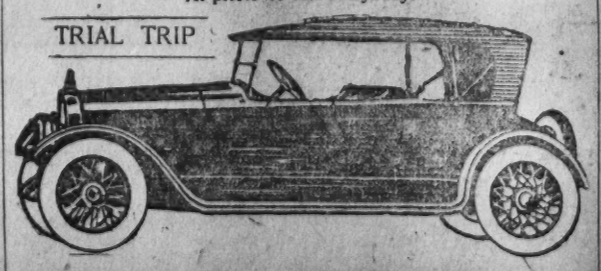
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Savage Wrapped Grip Tread, Savage Plain Tread, Grafinite Tube, finest sea-island cotton, purest live rubber, skilled workmanship, and honest construction. These all combine to guarantee THE SAVAGE MOTTO
"Quality First, Last and Always"
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The Shanghai Horse Bazaar & Motor Co., Ltd.
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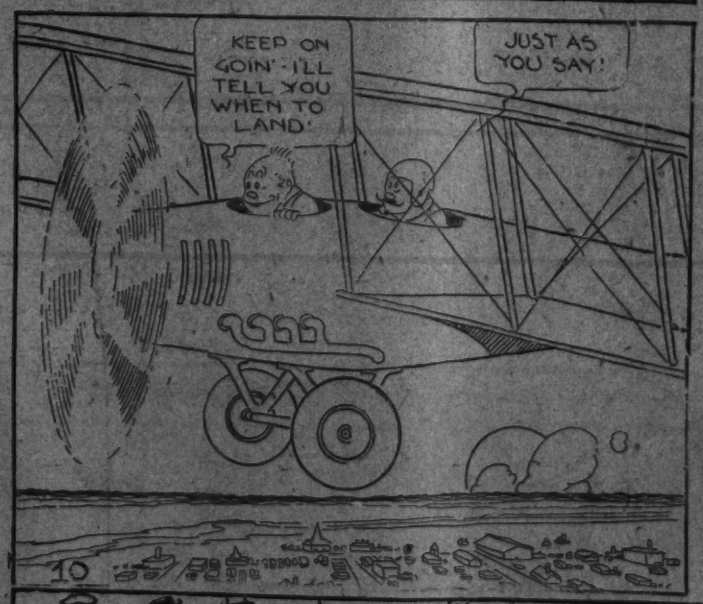
# Sporting and Comic Picture Section

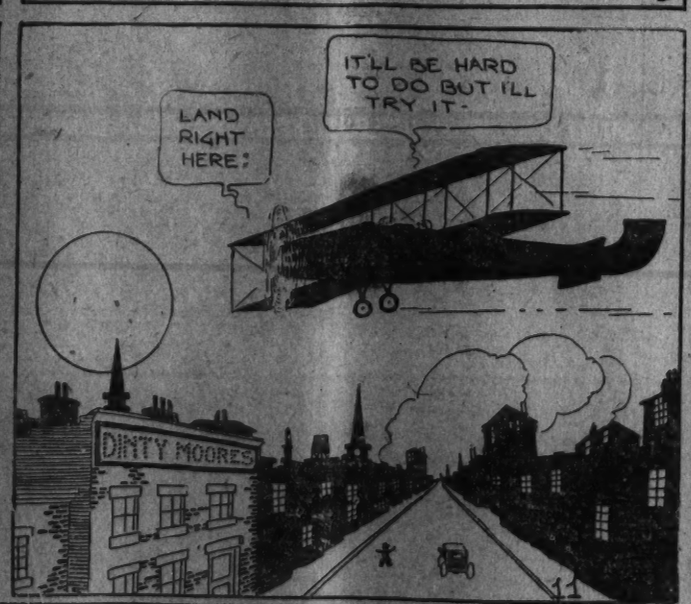
## Sunday, October 12th, 1919

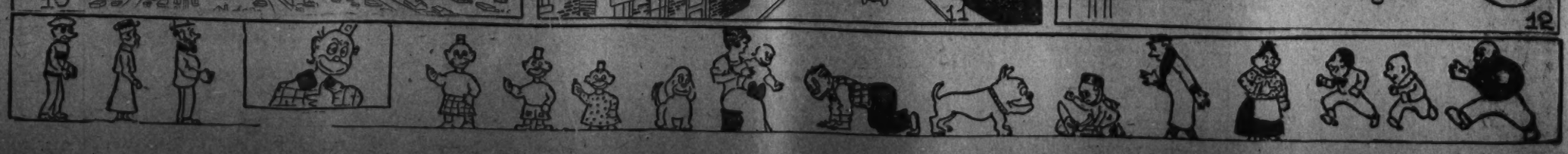
# Bringing Up Father

I THOUGHT MA WIFE WAS A TALKER BUT DIS LADY'S GOT HER BEAT-
MAGGIE-I DON'T FEEL WELL-
YOU NEVER FEEL WELL WHEN YOU ARE SURROUNDED BY REFINEMENT
5

DOCTOR-I FEEL LIKE THERE IS AN UNDERTAKER FOLLOWIN' ME!
OH! YOU ARE ALL RIGHT-JUST STAY OUT DOORS-GO IN BATHING-YOU NEED EXERCISE!
6





SHANGHAI, SUNDAY, OCTOBER 12, 1919

# MARRIED MEN BEAT HOPEFULS

### Read's Bowling Is Factor That Keeps Single Men From Winning

### BENEDICTS WIN EASILY

### Lead By 61 Runs At End Of First Innings; Final Score, 319-256

The Married Men continued yesterday afternoon to put the Bachelors to route.

Clifford and Yates took up the cudgels on behalf of the Bachelors, facing Read and Wilson. Runs came slowly till Wilson was relieved by C. R. S. Cooper when Clifford seemed to like the fast bowling better. Cooper was not on for more than two overs when Capt. Barrett decided to put Wilson back. Clifford had a narrow escape of being run out but, H. J. Cooper deciding to kick the ball instead of picking it up, saved him.

Moule relieved Read at the south end and the change proved Clifford's undoing, for attempting to hit out he was caught at cover by Read after having played steady cricket and collected 37, the highest score for his side in their first innings.

Yates continued in his usual style to knock up singles but on Read being put on to bowl at the south end he was nicely held by Barrett in slips. R. Shroff joined Pearson and the two between them put on 21 runs before Shroff in attemping what seemed an impossible run ran himself out. Before Shroff took the count Pearson in an attempted lusty drive found Barrett in the way and in the run that resulted was as near out as he could possibly be.

**Bachelors Stop At 177**

The Bachelors on the fall of Shroff's wicket had to close down with 177 all told, 61 runs behind their opponents.

Fielding on the part of the Wedded Ones was good but a little less football in this innings would have profited them better. Read with 6 for 69 was the star performer with the leather, C. Cooper coming next with 1 for 16.

Moule and Barrett sallied out in the second innings of the "M. M." to face the bowling of Hansell and J. Pearson. Moule opened the scoring with a neat single to leg off Hansell. Both batsmen settled down and in great cricket compiled no less than 40 between them when Barrett, calling for a short one, from Moule who had played to point, ran himself out.

Shroff, relieving Hansell at the north end, caused Moule's dismissal, he being caught by Yates at deep third man.

Hayward and Deeks got going but the former after collecting seven was beaten all the way by Shroff. Cooper joined Deeks but lived for an over and half when with an overthrow he netted four, the next ball he was dropped by Yates but the third chance Fox made very sure of and Cooper had to get to the pavilion having garnered six.

**Closed Down For 81**

The fall of H. J. Cooper's wicket through a very fine catch in the country by Bhoora sealed the Married Men's innings, Barrett deciding to close down with 81 for 5 wickets.

Fielding was not what it was the first innings and with the exception of Hansell Fox and Barnes, who again kept perfect wicket, the rest of the Bachelors were out of it.

The Single 'Uns went out fully expectant of making 142 to win the match, but they again did not feature on Read's bowling and all had to come out only collecting 79 all told in their second innings. With the exception of Fox and Shroff not one of the Bachelors reached double figures. Fox when he had reached 14 was missed by Cooper (C. R. S.) out in the country. Pearson who opened the innings with Fox was dropped in the slips off his first ball but before giving another chance hit up 9 when he was run out being late in answering a call.

Thomson and Andersen had to thank Moule for stopping them scoring more than what they did, by bringing off two very fine catches at point. Shroff was going well but in his eagerness ran himself out, as did Barrett.

Fielding was better than what was put up in the first innings and Read and Wilson bowled unchanged throughout. Read with 5 for 23 was by far the better.

**Married 1st Innings**

| | |
|---|---|
| A. W. Hayward, c. Hansell, b. Bhoora | 7 |
| S. J. Deeks, b. Hansell | 9 |
| E. I. M. Barrett (Capt.), c. Hansell, b. J. Pearson | 148 |

(Continued on Page 3)

# *Eleven Events Scheduled For Rowing Club Regatta*

### Entries For Autumn Competition To Take Place October 25 And 26 At Henli Closed

Entries closed yesterday for the Autumn Regatta of the Shanghai Rowing Club and an excellent list of events has been announced. The regatta is scheduled to take place at Henli on the 25th and 26th, Saturday and Sunday, so oarsmen have less than a fortnight now to complete their training.

Training was not quite as keen as some of the stronger enthusiasts would have wished at the beginning but latterly efforts have been redoubled and the form of the various crews is being brought into nice shape so that it is safe to assume that in the remaining ten days or so before the boats are sent up to Henli, all the various groups will have been brought into first-class condition.

The sculling championship has attracted only two entrants; Wallace and Ericson. Three nations, Great Britain, America and Switzerland have entered for the International trial fours. For the S.V.C. fours, the Engineers and American Company have thrown down the gauntlet. The Hong Fours, one of the old-time classic events of the Club will be fought out between Ewo, Taikoo, Asiatic Petroleum Company and Andersen, Meyer and Company.

Five crews are entered for the Griffin fours, and four for the Griffin pairs; two for the Junior fours and three for the Junior pairs. The Invitation eights and the Invitation fours are open to any recognised body in Shanghai. The eights race has drawn three entries—the houseboat "Moon," the ex-Fire Brigade and the S.V.C., while three boats will also figure in the Fours race the houseboat "Moon," the houseboat "Rhoda" and the "Jiangdaws." For the griffin tub sculls, Woodfield, Starling, Nash and Andersen are the oarsmen entered.

There are no less than eleven events besides a sailing race, mixed fours and sampan races so that the program will be unusually full. The mixed fours in which bow, stroke and cox are all ladies, always cause a good deal of attraction and amusement, and the sampan race, which will be about a quarter of a mile (between the houseboats), should also be very amusing. It is hoped that novices will not hesitate to try their skill.

Entries for the griffin fours are unusually good.

It has been decided this Autumn not to present the prizes at Henli; but to hold a smoker the following Friday evening at which they will be presented.

**The following are the events:**

**Saturday, October 25**

| | | |
|---|---|---|
| 3:00 | p.m. | Griffin Tub Sculls |
| 3:30 | ,, | S.V.C. Fours |
| 4:00 | ,, | Invitation Fours |
| 4:30 | ,, | Sampan Race |
| 5:00 | ,, | Junior Pairs |
| 5:30 | ,, | Sculling Championship |

**Sunday, October 26**

| | | |
|---|---|---|
| 10:30 | a.m. | Hong Fours |
| 11:00 | ,, | Griffin Fours |
| 11:30 | ,, | Veterans Race |
| 12:00 | noon | Invitation Eights |
| 1:30 | p.m. | Sailing Race |
| 2:30 | ,, | Griffin Pairs |
| 3:00 | ,, | Junior Fours |
| 3:30 | ,, | Mixed Fours |
| 4:30 | ,, | International Trial Fours |

**The list of entries follows:**

**Tub Sculls**

W. M. C. Woodfield, S. Starling, E. T. Nash and B. A. Andersen.

**Heats for this race will be held at Henli on Sunday, October 19, at 11:00 a.m.**

**S. V. C. Fours**

Engineers—J. Meyer, A. Meyer, J. J. Brooks and K. Aagesen; cox, H. Landers.

American Company—Dahlin, Schlobohm, Chaton and Haskell; cox, P. Ayres.

**Invitation Fours**

Houseboat "Moon"—B. A. Andersen, E. Edwards, E. Muller and E. A. Ericson; cox, E. A. Brodie.

Houseboat "Rhoda"—H. D. Wilding, A. W. Stubbs, A. J. Grant and H. P. B. Jones; cox, R. Scott.

"Jiangdaws"—W. J. Brown, T. R. Macdonald, J. R. Harder and D. Campbell; cox, H. Landers.

**Sampan Race**

Post entries to H. P. B. Jones.

**Junior Pairs**

S. Yates and S. Schlobohm; cox, P. Ayres.

J. J. Brooks and W. M. C. Woodfield; cox, H. Landers.

**Sculling Championship**

G. Wallace and E. A. Ericson.

**Hong Fours**

Asiatic Petroleum Company—H. D. Wilding, A. W. Stubbs, A. J. Grant and H. P. B. Jones; cox, R. F. Scott.

Taikoo—S. D. Begg, I. D. Macdonald, J. H. Johns and P. W. Blackwell; cox, E. A. Brodie.

Andersen, Meyer and Company—Dahlin, E. G. Norman, K. Aagesen and C. V. Jensen; cox, P. Ayres.

Ewo—I. Zellensky, P. C. Mansfield, D. Campbell and T. R. Macdonald; cox, H. Landers.

**Griffin Fours**

H. J. Faers, J. B. Brown, F. Henry and A. K. Brown; cox, Brodie.

J. H. Johnston, G. Danson, L. G. Day and A. J. Heal; cox, C. F. Gram.

G. K. Oliver, V. C. Hunt, S. D. Begg, F. Heal; cox, P. Mansfield.

P. Jensen, A. J. Wenske, E. Rasmussen, C. Neprud; cox, H. Landers.

H. Nash, T. Hall, I. Zellensky, H. Atkinson; cox, P. Ayres.

**Veterans Race**

Post Entries to W. J. Gande.

**Invitation Eights**

Houseboat "Moon"—B. A. Andersen, D. Campbell, T. R. Macdonnld, E. Edwards, C. Neprud, W. M. C. Woodfield, E. Muller, E. Ericson; cox, E. A. Brodie.

Ex-Fire Brigade—P. Mansfield, W. J. Brown, G. Wallace, H. P. B. Jones, J. Evans, R. S. Haskell, J. R. Harder, C. V. Jensen; cox, D. M. Graham.

Shanghai Volunteer Corps—E. Dahlin, E. McIntyre, J. Meyer, A. Meyer, J. J. Brooks, S. Schlobohm, C. Chaton, K. Aagesen; cox, P. Ayres.

**Sailing Race**

Under the auspices of the Midget Yacht Club.

**Griffin Pairs**

J. Faers and A. K. Brown; cox, E. A. Brodie.

R. Bauld and F. Henry; cox, H. Landers.

L. G. Day and H. A. Atkinson; cox, P. Ayres.

G. K. Oliver and R. F. Scott; cox, E. T. Nash.

**Junior Fours**

S. Yates, J. Meyer, A. Meyer, S. Schlobohm; cox, P. Ayres.

J. H. Johns, J. J. Brooks, P. Page, W. Woodfield; cox, H. Landers.

**Mixed Fours**

Post entries to T. R. Macdonald.

**International Trial Fours**

Great Britain—W. J. Brown, T. R. Macdonald, J. R. Harder and D. Campbell; cox, Brodie.

America—E. Dahlin, C. Chaton, R. S. Haskell and H. D. Rodger; cox, H. Landers.

Switzerland—E. Baumann, J. Meyer, A. Meyer, E. Muller; cox, H. F. Fardel.

## At The Theaters

Bessie Love will be seen in "Carolyn of the Corner" at the Apollo Theater, commencing tomorrow night. She is at her best in this story of the Maine woods. The theme of the picture is the making of things brighter and better for everybody and giving happiness, and this is all done by Carolyn.

Fannie Ward will be the attraction at the Apollo commencing Thursday night, in "The Cry of the Weak." This is a picture of life in the underworld and it has all the thrills and intensities that this life is supposed to contain.

At the matinee today at the Apollo Theater, Norma Talmadge in "Martha's Vindication" will be seen, and this bill also includes the comedy drama "The No Good Guy." Tonight's offering will be Miss Talmadge, Pathe's British and American Gazettes, and Lonesome Luke in "Pistols for Breakfast."

The Olympic Theater announces a special program, with Mary Garden in "Thais" as the main feature. This will be shown at today's matinee, tonight and tomorrow night.

Dainty Vivian Martin is the feature at the Victoria Theater, in "Her Father's Son." Needless to say, any picture that she is in, is always full of life, action, and plenty of fun.

The Isis Theater announces the following program for today's matinee and for tonight. "The Disciple" five parts, and the eleventh episode of "Beatrice Fairfax." The program for Monday will include the first, second and third episodes of the "Mystery Ship" and the twelth episode of "Beatrice Fairfax." Six episodes of the "Mystery Ship" will be exhibited every week, three episodes with every change of program.

Episodes one and two of "The Girl from Frisco" will be shown at the Town Cinema Theater tonight. The Charlie Chaplin picture, "A Dog's Life" will also be seen.

Today's matinee at the New Helen Theater will consist of episodes of "The Tiger's Trail" and "The Bull's Eye." A Charlie Chaplin comedy and a Lonesome Luke comedy will also be shown. Tonight's offering will be episodes from "The Bull's Eye" and the comedies.

## INDOOR SPORTS By Tad

IS MR DOPPS DOING THAT ON A DARE OR HAS HE GONE NUTTY?
NO - THEY GOTTA NEW COOK AND SHE MUST HAVE MUSIC WHILE SHE WORKS - THE PHONOGRAPH IS BUSTED, SO HE HAS ELECTED
INDOOR SPORTS
WATCHING A MODEL HUSBAND SHOULDER THE TOUGH JOB IN ORDER TO KEEP THE HELP.

# NAVY TEAM BEATEN BY ST. XAVIER'S BOYS

### Sailor Footballers No Match For Youngsters And Lose, 6-0

The St. Xaviers met the Navy yesterday afternoon in a friendly game on the Police grounds and ran out easy winners by six goals to one.

The St. Xaviers were without the services of five of their regular league players, but their places were ably taken by reserves. In the opening half the Navy team was doing most of the pressing and on a few occasions came very near towards scoring.

Towards the interval the Xavier boys began to press and Gutierrez and Silva narrowly missed scoring. The only goal in the first half was scored by Gutierrez after a fine pass by Silva.

The St. Xaviers had most of the play in the second half and piled on another five goals before the final whistle went, J. Gutierrez, the outside left scoring two goals, and the rest were scored by Silva, Macdonald and F. Gutierrez.

The Navy in spite of these reverses resumed their efforts to score and were eventually rewarded by a goal which was scored by their inside left. The game ended as stated above. The teams played thirty minutes each way.

# NANYANG DEFEATS BAPTIST AT TENNIS

### First Intercollegiate Match Is See-Saw Affair; Doubles Decide Issue

In an exciting tennis tournament, Nanyang College defeated Shanghai Baptist College on the former's courts yesterday afternoon. The tournament was a see-saw affair.

After taking the first two sets of singles, the visiting delegation crumbled and lost the next two. Then came the deciding game of doubles in which Nanyang gave the Baptists a decided beating. The Rev. E. Keihofer and Prof. J. K. Gold acted as umpires. A large number of spectators witnessed the contest.

The results of the games follow:

Kwan Wen-tsing, (Nanyang), vs. Dong Siu-chang, (Shanghai), 6-4 and 6-4 in Dong's favor.

Kwan Wen-tsing, (Nanyang), versus Feng Kia-sung, (Shanghai) 6-3, and 6-1 in favor of Feng.

Shih Chang-li (Nanyang), versus Dong Siu-chang, (Shanghai), 6-3 and 6-1 in Avor of Shih.

Shih Chang-li, (Nanyang), versus Feng Kia-sung, (Shanghai), 6-1 and 6-2 in favor of Shih.

Shih Chang-li and Lee Ju-peng versus Dong Siu-ching and Feng Kia-sung in favor of Shih and Lee.

## Sport, Stage And Jazz

By Domino

We put our bats and pads away
And tidy up our locker;
King Cricket's dead—and now the play
Is glorious, strenuous soccer.

* * *

AND soccer is not the only game that has started upon its Winter career. The most vigorous efforts are being made to revive the fine old game of rugby. Just before the War rugger locally was in great shape. The teams that used to line up Saturday after Saturday on the Cricket Ground contained players who had worn the colors of the best clubs in Britain. More than one Varsity Blue was to be seen, and an International cap occasionally was worn by this or that player. But war put an end to some fine struggles both interport and inter-club. It was war that called, and away went the backs, and the halves, and the threes, and the forwards, all keen to try and score in the biggest game of all.

The war is over, some of the players are back again with us; some of them show the marks that will not allow them to pack tight in the scrum any more; some find that the past four years have turned them from active players into watchful veterans; but there are still others who can carry on the grand old game that they learned at school. It is to these that Secretary A. M. Cobbett now calls to rally round and send in their names to him at Messrs. Maitland and Co. 33 and 34 Szechuen Road.

Up to the present the response has been small, and one side could not be formed from the numbers registered, but there must be scores of rugger players here and every boat is bringing more. The Rugby Club is open to all players, and the cimmittee, which includes Captain Barrett, Messrs. Webber (Phoenix Insurance), Garner (Yangtsze Insurance), and Cobbett (Maitland and Co.), is ready to receive names even over the telephone so that an early start can be made, and that the season will see some fine games and possibly a couple of interport contests. May all good luck attend their efforts!

* * *

There are possibilities during the season of a team from the Navy. Formerly some fine tussles used to take place between the sailors and the Club. The Navy numbered among its officers many a player who had won his colors, and the way they coached the men in the little niceties of the game made rugger worth watching.

Mr. Webber is keen to see the game taken up in some of the schools locally. He thinks that the youngsters will provide recruits in the future for the senior clubs. At present soccer holds away, but there is no reason why the other game should not be learned. At many of the big preparatory schools in England soccer is played one term and rugger the next, so that young boys will not feel out of it when they go on to either a soccer or a rugger school. I doubt if either game suffers from this early divided allegiance. The Cathedral School here is taking the game up this term, and with an old rugger player for its head, it is pretty certain that the Public School will also be ready to learn the mysteries of the oval ball.

* * *

The Whizz Bangs played their first game against the Football Club and had to confess to a temporary check. But they are not downhearted. Jones does not think that their boots fit yet, but he is still hoping to add to his present numbers soccer players who can score. There is time to oil up the creaking joints between this and November 1.

Craigie Ross the Football Club's secretary, is very cheerful about the season's prospects.

"We have quite a number of last year's players still available and there are others who are joining up who promise well. We ought to make a good showing in both divisions of the league."

Madar is steering the affairs of the Recs. He has players tried and true to choose from and the old champions will still be in the picture. Harvy Ollerdessen looks as fit as a fiddle, Andrew Clark is simply itching to kick something, Torry Wilson would like to play for half a dozen teams he is feeling so good, and then, if they are hard up at times, Dickie Brandt can still run and score. The Recs have quite a number of promising school players coming along. The last time I saw Brother Faust he looked as if his Saints were shaping well. But St. Xavier's is a busy hive turning out busy bees who can gather goals from the flowers of any team.

* * *

With the coming of the cooler weather, tennis, lawn bowls, cricket and swimming are no longer being indulged in, but in their places both young and old turn their thoughts instinctively to the joys of the dance. The Astor House has already got busy and the newly decorated ballroom is now to be filled on Mondays, Wednesdays and Fridays with crowds who brighten their lives by forgetting their worries in twinkling their Walk-Overs to the strains of the jazziest jazz.

Last night the new ball room was graced by a big crowd. Pardon me while I jazz the following:

* * *

There's a garden in its glory far away,
With beauty blooms of cream and pink and white;
There's a fountain making music all the day,
With the bending willows laden with delight.

BUT

In Shanghai there's a garden doubly fair,
Its beauties every heart must o'er entrance,
Pink cheeks, bright eyes, sweet smiles and perfumed hair—
You'll see them at the Astor tea and dance.

* * *

Gosh! My typewriter is all jazzy from that.

* * *

Five Dollars to hear "Tosca" or "Carmen" or anything else that the Russian Opera produces. I was certain as soon as I saw the published prices that there would be kicks, and the first came from "Music." He seems to be very angry. He does not only kick the opera people but he also goes for the A.D.C. Of course the Amateurs do not answer, and it is not because they have no case against Music's attack. I suppose if Mr.

(Continued on Page 3)

# TANAKA WINNER OF TENNIS TITLE

### Japanese Again Takes Championship, Beating Elmore Three Straight Sets

For the second year in succession Mr. J. Tanaka carried off the Shanghai lawn tennis singles championship. He defeated Mr. J. Elmore on the courts of the Country Club yesterday afternoon in three straight sets—6-3, 6-4, 6-3. The match was brilliant in spots but as a whole was not what might be expected of a final.

Tanaka served first and in the first set lost the first three games before he seemed to settle down. When once started, he carried six straight games, only being troubled in the fifth, when the score ran to three deuces.

In the second set play was more even and both players exhibited remarkably steady tennis until the eighth game when they both seemed to get reckless and much smashing and driving out by both parties was witnessed. The score in the second set ran as follows: 1-0, 1-1, 2-1, 3-1, 4-1, 4-2, 5-2, 5-3, 6-3 in Tanaka's favor.

In the first, fifth and seventh games of this set, deuce was called more than once, the occasions each time being on Elmore's service.

In the third set Tanaka never seemed to extend himself and won the set and rubber in comfortable style. The loose playing started in the eighth game of the second set continued in the third set until Tanaka, after the fourth game, settled down and with steady returns wore Elmore out and took the set, 6-3.

The score ran in the third set as follows: 1-0, 1-1, 1-2, 1-3, 2-3, 3-3, 4-3, 5-3, 6-3.

Elmore has played a better game than he put up yesterday, his back-hand being very weak, while Tanaka placed well and was very strong with fore-hand drives.

Mr. E. G. Norman officiated in the chair in his usual able manner assisted by Messrs. R. Llewellyn Jones, J. Toyosumi and J. McEachran on the side lines.

## *Yacht Race Today*

The Shanghai Yacht Club race for the Merchant Service Cup and the third challenge cup will take place this morning at ten o'clock. The race will start at the Woosung Customs Hulk Line and finish at the same point. The course of the contest will be out over the Bar, between Woosung Spit Buoy and Lismore Light, round Lower Quarantine Buoy, leaving it on the starboard hand, down river round S. E. Knoll Buoy, leaving it on the port hand, return up river in over the bar between the entrance buoys and back to the hulk line.

# TWO UPSETS AT RACE MEET

### Battersea And Revenge Are Only Surprises And Pay Sizeable Dividends

### FAVORITES CONSISTENT

### Ponies Run True To Form; Crokam, Brand And Hill Lead Jockeys

With but two surprises, the victory by Battersea in the Boulogne Selling Race, and the taking of the final event of the afternoon, the Calais Cup, by Revenge, yesterday's extra race meeting at the Shanghai Race Club saw favorities consistently run true to form. There were no upsets such as featured the first extra meeting a week ago when the ponies ran for the first time in competition.

Mr. W. G. Crokam rode both Battersea and Revenge, the first pony netting backers $58.90 and Revenge paying $50.70. The Selling Plate event was a great race in the stretch, Mr. Crokam pulling Battersea to a three-quarters of a length victory over Mr. Hill. The latter rode Whitehaven. Mr. Dalgarno was third on Merrysand. The victory for Revenge was two lengths, Mr. Hill again following Mr. Crokam home, this time on Daffodil with Mr. Burkill riding Climax to third money.

Mr. Brand, with two wins and a third, Mr. Hill with one first and four seconds and Mr. Crokam with his two big-money victories were the leading jockeys.

A big crowd saw the afternoon's sport and the Carlton Jazz Band and the Municipal Band were on hand. The Carlton musicians again made a hit with their playing the ponies down the stretch.

In all probability future meetings will be started earlier as followers could not see the final race through the haze. The first race did not start until 1:50 o'clock.

H. D. Rodger took the heavyweight race, the Auteuil Stakes, with Messrs. Le Marchand and Hooper trailing him. The three ponies were Black Fox, Big Ben and The Disappointing Bird.

Five ponies started the Nice Selling Race, the second event and ended in a great race for second place, Mr. Grayrigge on Blackford beating Mr. Brand on The Kangani by a neck. Mr. Hill won on Le Vesle, two lengths ahead of Blackford.

**Equals Track Record**

The third race saw the track record for nine furlongs equalled by Seabird, with Mr. Brand riding. The pony was pushed and the final burst gave a length victory and the fast time, 2:27 2-5. The Hawk, Mr. Hill up, was second and Golden Feather, Mr. Sleap riding, came in third.

Kowloon's victory in the fourth race was by but half a length over Spaghetti. Mr. Dalgliesh rode the winner with Mr. Grayrigge scoring on the second-place pony. Third place went to Mr. De Zutter on Johnston, four lengths behind Majuba was the only other pony entered.

Jock Scott, Night Hawk and Rouble staged a great finish in the Paris handicap, finishing in the order named with a head separating first and second ponies and Rouble but half a length behind. The jockeys were Heard, Burkill and Sleap.

Mr. Vida had little trouble in taking the mile-and-a-half race with Ironsand and Mr. Brand rode The Dancing Bird to a two-length victory in the half-mile event, the Marseilles Plate.

**How The Jockeys Fared**

The following table shows the places taken by the various riders:

| | Firsts | Seconds | Thirds |
|---|---|---|---|
| Brand | 2 | 0 | 1 |
| Crokam | 2 | 0 | 0 |
| Hill | 1 | 4 | 0 |
| Heard | 1 | 0 | 1 |
| Dalgarno | 1 | 0 | 1 |
| Vida | 1 | 0 | 0 |
| Rodger | 1 | 0 | 0 |
| Grayrigge | 0 | 1 | 2 |
| Sleap | 0 | 1 | 2 |
| Burkill | 0 | 1 | 1 |
| De Zutter | 0 | 1 | 0 |
| Le Marchand | 0 | 1 | 0 |
| Hooper | 0 | 0 | 1 |

**The Summary:**

**1.—The Auteuil Stakes.**—W... ner, Tls. 250. Second, T... 75. Third, Tls. 50. For ... China ponies that have ... won more than Tls. 1,000 ... stakes during 1919 to be r... den by jockeys who can sc... not less than 160 lbs. ... racing colors. Weight, ... lbs. Ponies, winners dur... 1919, 5 lbs. extra. Jock...

who have not won a race during 1919, allowed 7 lbs.—Half-a-Mile.

lbs.
Mr. Cemos's black Black Fox, Mr. Rodger ..... 195—1
Mr. Fash's grey Big Ben, Mr. Lemarchand ..... 195—2
Mr. Stubbs' ches. The Disappointing Bird, Mr. Hooper ..... 188—3
Also ran: Golden Sheen (Mr. Crocke) and Western Star (Mr. Demet.

Won by 1½ lengths; one length. Time, 1:00 2-5.
Pari-mutuel—for win, $21.60; for place, $9 and $7.40.
Cash sweep—first, 103; second, 65; third, 197. Unplaced—120 and 75.

6.—The Nice Selling Race.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winner to be sold for $400. If entered to be sold for $200, allowed 5 lbs., for $100, allowed 10 lbs.—Jockey Allowance.—Nine furlongs.

lbs.
Mr. F. R. Vida's chestnut La Vesle, Mr. Hill ..... 151—1
Mr. Grayland's black Blackford, Mr. Grayrigge... 154—2
Mr. Stubb's dun The Kangaul, Mr. J. K. Brand.. 155—3
Also ran: Yellowstone (Mr. Cock) and Battersea (Mr. Dalarno).

Won by two lengths; a neck. Time, 2:32 2-5.
Pari-mutuel—for win, $25.70; for place, $14.30 and $35.20.
Cash sweep—first, 129; second, 70; third, 319. Unplaced—250 and 121.

7.—The St. Cloud Cup.—Winner, Tls. 250. Second, 75. Third, Tls. 50. For China ponies, griffins of 1919. Weight for inches as per scale. Winners of more than one race 7 lbs. extra. Maidens allowed 5 lbs. Allowances cumulative. Jockey Allowance.—Nine furlongs.

lbs.
Mr. Birdrake's grey Seabird, Mr. J. K. Brand ..... 158—1
Messrs. Winsome and Hasty's ches. The Hawk, Mr. Hill ..... 155—2
Mr. McBain's bay Golden Feather, Mr. Sleap .... 155—3
Also ran: Zulu (Mr. Hine), Charing Cross (Mr. C. R. Burkill) and Tuborg (Mr. Crokam).

Won by half-a-length; 1½ lengths. Time, 2:27 2-5.
Pari-mutuel—for win, $10.10; for place, $5.90, $6.20 and $8.50.
Cash sweep—first, 90; second, 90; third, 251. Unplaced—6, 120 and 131.

8.—The Versailles Stakes.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have not won more than Tls. 500 in stakes during 1919 to be ridden by Jockeys, who have not won more than three races during 1919. Ponies, winners since July 1, 1919, 5 lbs. extra. Any Subscription Griffin of 1918-1917 allowed 5 lbs. Jockeys who have not won a race since January 1, 1918, allowed 7 lbs.—Seven furlongs.

lbs.
Mr. B. D. Kapteyn's grey Kowloon, Mr. Dalgarno 158—1
Mr. J. L. de Zutter's grey Johnston, Mr. De Zutter 155—2
Mr. Uto's black Spaghetti, Mr. Grayrigge ..... 147—3
Also ran: Majuba (Mr. Hine).

Won by half a length; four lengths. Time, 1:50.
Pari-mutuel—for win, $7.10; for place, $6.60 and $12.30.
Cash sweep—first, 79;; second, 101; third, 466. Unplaced—44.

9.—The Paris Handicap.—Winner, Tls. 400. Second, Tls. 100. Third, Tls. 75. A handicap for all China ponies that have started at least twice during 1919. Top weight not more than 160 lbs.; lowest weight not less than 136 lbs. Handicap weights will be published on the morning of October 11.—One Mile and a Quarter.

lbs.
Messrs. B. D. F. Beith and W. W. G. Ross' grey Jock Scott, Mr. Heard. 151—1
Messrs. Toeg and Speelman's grey Night Hawk, Mr. C. R. Burkill ..... 153—2
Mr. Renniks' grey Rouble, Mr. Sleap ..... 153—3
Also ran: Runawaylight (Mr. White), Golden Quill (Mr. Vida) Scala (Mr. Crokam), Nigger Minstrel (Mr. Hill).

Won by a head; half a length. Time, 2:42 4-5.
Pari-mutuel—for win, $19.50; for place, $8.90, $15.70 and $9.40.
Cash sweep—first, 283; second, 97; third, 212. Unplaced—87, 164, 184 and 146.

10.—The Boulogne Selling Race.—Winner, Tls. 300. Second, Tls. 125. Third, Tls. 75. For all China ponies. Weight for inches as per scale. Winner to be sold for $600. If entered to be sold for $400, allowed 5 lbs.: for $200, allowed 10 lbs.: for $100, allowed 15 lbs. Jockey Allowance.—Half-a-Mile.

lbs.
Messrs. Fay and Seth's brown Battlesea, Mr. W. Crokam ..... 142—1
Mr. Fitzgerald's grey Whitehaven, Mr. Hill ..... 150—2
Mr. Sutterle's ches. Merrysand, Mr. Dalgarno .. 154—3
Also ran: Squeeze Play (Mr. Sleap), Carbon (Mr. White), Free and Easy (Mr. C. R. Burkill), Salaro (Mr. J. K. Brand), Western Star (Mr. Poulsen), Formosa Chief (Mr. Vida), Grey Dawn (Mr. Heard) and Yellowstone (Mr. Toeg).

Won by three quarters of a length; two lengths. Time, 57 4-5.
Pari-mutuel—for win, $58.90; for place—$22.60, $11.60 and $27.40.
Cash sweep—first, 214; second, $92; third, 81. Unplaced—1, 469, 155, 464, 16, 514, 380 and 280.

7.—The Longchamps Cup.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winners of more than one race during 1919, 7 lbs. extra. Non-winners during 1919 allowed 5 lbs.: unplaced ponies during 1919 allowed 5 lbs. Allowances cumulative.—Jockey Allowance.—One Mile and a Half.

lbs.
Mr. Sutterle's grey Ironsand, Mr. Vida ..... 158—1
Mr. Renniks' grey Rouble, Mr. Sleap ..... 147—2
Mr. Fay and Seth's skew Golden Quill, Mr. Heard 158—3
Also ran: Seahawk (Mr. Brand), Majuba (Mr. Hine), Black Jester (Mr. Bremner), Zomba (Mr. Grayrigge) and Old Joe (Mr. Crokam).

Won by a length and a half; four lengths. Time, 3:19.
Pari-mutuel—for win, $16.20; for place, $8.30, $9 and $18.50.
Cash sweep—first, 301; second, 411; third, 18. Unplaced—327, 80, 155, 275, 167, 345 and 108.

8.—The Marseilles Plate.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies. Weight for inches as per scale. Winners since July 1, 1919, 10 lbs. extra. Unplaced starters since July 1, 1919, allowed 5 lbs. Jockey Allowance.—Half-a Mile.

lbs.
Mr. Robson's roan The Dancing Bird, Mr. J. K. Brand ..... 155—1
Mr. B. D. Kapteyn's grey Boxshoote, Mr. Hill ... 150—2
Mr. G. H. Wright's grey Cranby, Mr. Grayrigge. 158—3
Also ran: Soft Thing, late Bythe (Mr. Vida), Greysand (Mr. Springfield), The Duke (Mr. Heard), Rushton (Mr. Poulsen) and Jomsborg (Mr. Crokam).

Won by two lengths; four lengths. Time, 58 2-5 seconds.
Pari-mutuel—for win, $13.10; for place, $6.90, $8.20 and $14.40.
Cash sweep—first, 317; second, 32; third, 291. Unplaced—63, 415, 320, 89 and 9.

9.—The Calais Cup.—Winner, Tls. 250. Second, Tls. 75. Third, Tls. 50. For all China ponies that have started at the Shanghai Race Club's 5th or 6th Extra Race Meeting and that have not won a race since January 1, 1919. Weight for inches as per scale. Unplaced ponies since January 1, 1919, allowed 7 lbs. Jockey Allowance.—Five furlongs.

lbs.
Mr. E. B. Rose's grey Revenge, Mr. Crokam.. 152—1
Outport's dun Daffodil, Mr. Hill ..... 149—2
Mr. C. R. Burkill's dun Climax, Mr. Burkill .. 153—3
Also ran: Golden Sheen (Mr. Brand), Zulu (Mr. Hine), Johnston (Mr. De Zutter), Hinode (Mr. Poulsen), Attraction Dahlia (Mr. Vida) and White Hope (Mr. Bremner).

Won by two lengths; half-a-length. Time, 1:15 4-5.
Pari-mutuel—for win, $50.70; for place—$14.40; $14.10 and $10.90.
Cash sweep—first, 409; second, 9; third, 131. Unplaced—428, 413, 299, 297, 414 and 93.

## At The Mixed Court

Various petty larceny cases were heard yesterday in the Mixed Court. A cook and a coolie were sentenced to one month each for the theft of a chicken from Mr. C. E. Shepherd, 33 Kiangse Road. Two men in a gang accused of breaking into a house at 283 Sawgin Road and of stealing a raincoat and a jacket were sentenced to two months and a third member of the party to one month. The theft of three hats from the N.Y.K. wharf on North Yangtsze Road cost a coolie one month's imprisonment.

Among other cases heard was that of a shoemaker found conducting an opium den at 2472 Haining Road. He was ordered to pay $20 or go to jail for 20 days. Two smokers found in the place were sentenced to five days or five dollars each.

Two sentences of nine months each and one of six months were meted out to coolies who attempted to extort $10 from an establishment at 247a Chungking Road.

A Chinese inspector, who has worked 21 years for the Municipal Council Sanitary Department, was convicted in the Mixed Court yesterday of accepting a $10 bribe. His sentence was six months in jail. The discovery might never have been made except that the business for which he had accepted the license money changed hands and the new owner together with the old came to the Department headquarters and explained how a new license was wanted. They did not have the old license to turn in for it had never been delivered, though the money had been paid, the retiring owner explained.

# Shanghai Races—Autumn Training

Saturday, October 11.

| Pony. | Rider | ¼ mile | ⅓ mile | ½ mile | 1 mile | 1¼ miles | 1½ miles | 1¾ miles | 2 miles | Last quarter |
|---|---|---|---|---|---|---|---|---|---|---|
| Corncrake ..... | boy | 36.4 | 1.20 | 1.56.2 | — | 3.07.2 | (last 1¼) | | .. | *— |
| Ches: Blaze ..... | boy | | (shipped in last 1¼) | | | 3.07.2 | .. .. | | .. | *— |
| Castlewood ..... | boy | 36.3 | 1.14.4 | — | 2.31 | 3.03 | (last 1¼) | | .. | 32 |
| The Heron ..... | WH | 38.3 | 1.20 | — | 2.30.1 | 3.02.2 | (last 1¼) | | .. | *32.1 |
| White Streak .... | boy | 38.2 | — | — | — | 3.07 | .. .. | .. | .. | *— |
| Mountain King .. | boy | | | | | 2.56.1 | (last 1¼) | | .. | — |
| Valley King ..... | boy | 35.3 | — | — | — | 2.56.4 | (last 1¼) | | .. | — |
| Bulbul ..... | boy | 40 | | | | 3.05.1 | (last 1¼) | | .. | *— |
| The Oriole ..... | WH | 39.3 | | | | 3.05 | (last 1¼) | | .. | *— |
| Midas ..... | boy | | | | 2.45 | 3.16 | last 1¼ of 1½ (whole time 3.54) | | | *31 |
| Fighting King ... | boy | | | | | 2.57.2 | .. .. | .. | .. | — |
| Hallowe'en ..... | boy | | | | 2.36.2 | | last mile | .. | .. | — |
| Seth's R: dun .... | boy | | | | 2.28 | | .. .. | .. | .. (sub) | *— |
| Jumbo ..... | boy | | | | 2.27.4 | | .. .. | .. | .. (sub) | *— |
| Rob Roy ..... | GG | 35 | | | | 2.57 | .. .. | .. | .. | — |
| Blix's ches..... | boy | 42.2 | | | 2.46.3 | 3.18.2 | .. .. | .. | .. (sub) | 31.4 |
| White Flyer .... | boy | | | 1.55 | 2.29.2 | | .. .. | .. | .. (sub) | 34.2 |
| Triumph ..... | boy | | | | | 2.58.2 | .. .. | .. | .. | *— |
| Taotai ..... | boy | | | | 2.35.1 | 3.03.3 | .. .. | .. | .. (sub) | 33.2 |
| Complaint ..... | SBMB | | | | | 3.19 | .. .. | .. | .. (sub) | *— |
| L'Aisne ..... | DS | | | | | 2.58 | .. .. | .. | .. | *— |
| Westende ..... | boy | | | | | 2.58 | .. .. | .. | .. | *— |
| Le Rhine ..... | DS | | | | | 3.08 | .. .. | .. | .. | *— |
| Silver Streak .... | boy | | | | 2.31.2 | | last mile | .. | .. | — |
| Lightning Raider . | boy | 43 | | | | 3.10.4 | .. .. | .. | .. (sub) | *— |
| Red Fox ..... | boy | | | beaten off | | | .. .. | .. | .. | *— |
| Cockin's Sub .... | RMD | | 1.08.3 | 1.41.2 | | | .. .. | .. | .. (sub) | *32.4 |
| Durme ..... | boy | | | | 2.28 | | .. .. | .. | .. (sub) | *— |
| Le Vesle ..... | boy | 38.2 | 1.16.2 | | 2.28 | 3.00.3 | ... | .. | .. | *32.3 |
| Dowbiggin's Cream | boy | | 1.11 | 1.45 | | | .. .. | .. | .. (sub) | 34 |
| Middy & Co.'s Black. | GW | | | 1.45 | | | .. .. | .. | .. (sub) | 34 |
| G. & B.'s grey .... | AB | | | | 2.35 | 3.12.2 | .. .. | .. | .. (sub) | 37.2 |
| G. & B.'s grey .... | PAC | | | | | 3.12 | .. .. | .. | .. (sub) | 37 |
| R. M.'s ches ..... | SBMB | | | | | 3.11.4 | .. .. | .. | (red robe) | 36.4 |
| Oronoco ..... | RMD | | | 1.34 | | | .. .. | .. | .. (sub) | *— |

*On the grass.

(Dense fog prevented further details).

Castlewood, Castlefield, Gladiator, Rosewood, Silver Streak and Tichfield with the King ponies going well, loom above all others so far as possible winners of the Shanghai Champions at the annual Autumn meeting. It is yet a little early to make predictions but these ponies are standing out in early season training runs as they have in the past.

Castlewood is being given slow work but the pony that hung up a record for the course is in beautiful shape and will be one of the favorites. Castlefield, too, is strong but the pony is old and the age factor may go against Castlefield before the big event gets under way. Gladiator is showing up nicely at longer distances and the victory at Kiangwan on Friday was as clean-cut as could be.

For leger ponies, two or three from the Arnhold stable, the King horses and Maiesfield have done well in early training.

The Club is better off for jockeys now that the men have returned from the front. Kenneth Brand is riding in great style and he will be one of the most popular riders.

## Basketball

The first basketball team of the American School met with defeat last night when it met the yellow sox of the Y.M.C.A. in the latter's gymnasium. The final score stood at 50 to 8 in favor of the home team. Seymour Woo starred in the contest and made 11 goals. Tom Chang and M. C. Liu were the other heavy scorers of the night, having six goals each to their credit. Liu also made two goals from outs.

H. D. Ling acted as referee. Bruce Wong was timer and S. P. Koo officiated as scorer.

The line-ups of the two teams follow:

| | | |
|---|---|---|
| R. Squires | lf. | Seymour Woo |
| T. Viking | rf. | Tom Chang |
| C. Duff | c. | M. T. Liu |
| W. Elterich | lg. | Kemp H. Yao |
| H. Waters | rg. | Rawling Yee |

## Married Men Beat Hopefuls

(Continued from Page 2)

| | | | |
|---|---|---|---|
| W. H. Moule, c. Hansell, b. Bhoora ..... | 0 | | |
| W. S. Read, st. Barnes, b. Clifford ..... | 36 | | |
| H. J. Cooper, c. Anderson, b. Clifford ..... | 6 | | |
| W. E. Wilson, c. and b. Clifford | 12 | | |
| J. Brandon, run out ..... | 0 | | |
| E. G. Norman, not out..... | 7 | | |
| G. E. Denham, c. Thomson, b. Hansell ..... | 5 | | |
| C. R. S. Cooper, c. Barnes, b. Hansell ..... | 6 | | |
| Extras..... | 6 | | |
| Total..... | 238 | | |

**Bowling Analysis**

| | O | M | R | W |
|---|---|---|---|---|
| W. Hansell ... | 21 | 7 | 37 | 3 |
| C. Bhoora .... | 15 | 3 | 40 | 2 |
| T. Pearson .... | 6 | – | 28 | – |
| D. Yates ..... | 2 | – | 16 | – |
| E. Fox ..... | 2 | – | 10 | – |
| R. Shroff .... | 7 | 1 | 31 | – |
| W. Clifford ... | 7 | – | 45 | 2 |
| J. Pearson .... | 5 | – | 25 | 1 |

**Married 2nd Innings**

| | |
|---|---|
| W. H. Moule, c. Yates, b. Shroff | 34 |
| E. I. M. Barrett, run out ..... | 21 |
| S. J. Deeks, not out ..... | 11 |
| A. W. Hayward, b. Shroff .... | 7 |
| C. R. S. Cooper, c. Fox, b. Shroff ..... | 6 |
| H. J. Cooper, c. Bhoora, b. Clifford ..... | 2 |
| W. S. Read, W. E. Wilson, G. E. Denham, J. Brandon and A. N. Other, did not bat. | 0 |
| Extras..... | 0 |
| Total..... | 81 |

**Bowling Analysis**

| | O | M | R | W |
|---|---|---|---|---|
| W. Hansell ... | 7 | 1 | 29 | – |
| J. Pearson ... | 2 | – | 7 | – |
| C. Bhoora .... | 4 | – | 11 | – |
| W. Clifford ... | 4.2 | – | 22 | 1 |
| R. Shroff ..... | 4 | – | 12 | 3 |

**Single 1st Innings**

| | |
|---|---|
| C. E. M. Thomson, c. Deeks, b. Read ..... | 17 |
| W. E. Anderson, c. Wilson, b. Read ..... | 11 |
| J. M. Pearson, b. Wilson..... | 17 |
| E. G. Barnes, c. Hayward, b. Read ..... | 5 |
| C. H. Bhoora, b. Cooper..... | 15 |
| W. N. Hansell, c. Barrett, b. Read ..... | 1 |
| E. S. Fox, c. and b. Read.... | 27 |
| W. C. G. Clifford, c. Read, b. Moule ..... | 37 |
| D. Yates, c. Barrett, b. Read.. | 12 |
| T. C. G. Pearson, not out..... | 9 |
| R. Shroff, run out ..... | 12 |
| Extras..... | 14 |
| Total..... | 177 |

**Bowling Analysis**

| | O | M | R | W |
|---|---|---|---|---|
| W. Read ..... | 27 | 3 | 69 | 6 |
| W. Wilson ... | 19.4 | 5 | 55 | 1 |
| C. Cooper .... | 7 | 2 | 16 | 1 |
| W. Moule .... | 4 | – | 23 | 1 |

**Single 2nd Innings**

| | |
|---|---|
| E. S. Fox, c. Hayward, b. Wilson ..... | 29 |
| T. G. Pearson, run cut..... | 9 |
| W. N. Hansell, b. Wilson..... | 9 |
| W. C. G. Clifford, b. Wilson... | 0 |
| C. H. Bhoora, c. Wilson, b. Read | 8 |
| C. E. M. Thomson, c. Moule, b. Read ..... | 2 |
| R. F. Shroff, st. Deeks, b. Read | 12 |
| J. M. Pearson, c. Barrett, b. Read ..... | 2 |
| W. E. Anderson, c. Moule, b. Read ..... | 0 |
| D. Yates, b. Wilson ..... | 2 |
| E. G. Barnes, not out ..... | 0 |
| Extras..... | 6 |
| Total..... | 79 |

**Bowling Analysis**

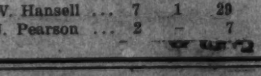
| | O | M | R | W |
|---|---|---|---|---|
| W. Read ..... | 9.1 | 1 | 23 | 5 |
| W. Wilson ... | 9 | – | 50 | 4 |

## SIKH SPORTS ON NOV. 8

The annual Sikh Sports and Police Gymkhana will be held Saturday, November 8, at two o'clock in the afternoon at the Race Course.

## JAPANESE WRESTLERS HERE

One hundred and fifty selected wrestlers from Tokio and Osaka will give an exhibition of Japanese wrestling at the Japanese Riding School, North Szechuen Road Extension, for a week beginning tomorrow night at six o'clock. Admission tickets will be obtainable at the gate. Sixty bouts will be held nightly.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## Sport, Stage And Jazz

(Continued from Page 2)

Strok were not able to get the Lyceum Theater management to lease their house with the advanced prices in vogue, then he would have gone elsewhere, and then the A.D.C. would have been criticised for not letting the place to the great combination that the Russian Opera Company certainly is.

So it does not matter what the A.D.C. does it will have to put up with the kicks of those who know nothing of the inside difficulties that are for ever arising.

* * *

If the prices to hear Tosca are sky high
And exchange makes money scarce as £.S.D.
Then 'Music' only has to growl and sigh
And blame it to the Shanghai A.D.C.

If Frawley has a play you do not like,
And you regret you spent the dollars three,
You have the comfort as you homeward hike
Of slanging good and hard the A.D.C.

You linger o'er your coffee till you're late,
And of the plot you miss the only key,
You then compose a lively hymn of hate.
The subject is of course the A.D.C.

In summer the theater's much too hot,
in winter much too cold for you and me,
In fact the whole things beastly tommy rot!—
The heat and cold supplied by A.D.C.

* * *

But about that five dollars! There is something to be said on both sides. It is a lot of money to spend especially when you consider the exchange. But consider the exchange as you will, the five dollars out here is just five dollars and no more, and the expenses of a huge company must require packed houses of five dollars to pay expenses.

Shanghai is unable to support a company much more than a month. To prove this you only have to notice the houses that so fine a company as the Frawleys have had during the last two weeks. The plays have been good, they have been well performed but they have not called out paying houses. The reason is that the place has been drained in the preceding month. To carry a company either from America or from England costs big money. There is nothing coming in until Honolulu is reached on the one side but expenses are going on. There is nothing coming in until India is reached on the other, and again expenses are heavy. The companies must stay a certain time in the bigger places to help out in the transportation, and Shanghai with Calcutta and Bombay are the three places that every company expects to get the little extra to carry them into the land of Financial Success.

The Russian Opera Company that arrives here on Tuesday and opens on Wednesday is probably the biggest aggregation of good artists that the town has entertained. Strok's salary list must be enormous, his transportation will run into thousands, his scenery must cost a lot and his advertising has to be considered. And remembering that Shanghai is not a big enough place to house any company much more than a month, no matter how good the productions, it is necessary that an impresario not only cover expenses but also gather a nest egg that will carry him to the next port and meet any unforseen contingency that might arise. And on top of this every playgoer will concede the right to theatrical enterprises to make a legitimate profit from their labors. Five dollars is a lot of money, but we will get a lot for it. If we want good things we must pay for them, and I think that I can prophesy that the Russian Opera Company is a good thing..


MARTIN'S APIOL & STEEL PILLS for Ladies
A French Remedy for all Irregularities. These Pills of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 5/- from MARTIN, Chemist, SOUTHAMPTON, ENG.

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## SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

**SHANGHAI NORTH TO ZAHKOU—"DOWN"** (MAIN LINE) **ZAHKOU TO SHANGHAI NORTH—"UP"**

| STATIONS | Local | Fast R | Slow | Coolie & Goods | Local | Express R | Local | Local |
|---|---|---|---|---|---|---|---|---|
| Shanghai North ..... dep. | .... | 7.35 | 9.00 | 10.00 | .... | 14.50 | 15.50 | .... |
| Jessfield ..... dep. | .... | 7.51 | 9.16 | 10.23 | .... | 15.06 | 16.06 | .... |
| Siccawei ..... dep. | .... | 7.58 | 9.23 | 10.38 | .... | 15.13 | 16.13 | .... |
| Lunghwa Junction ..... dep. | .... | 8.15 | 9.40 | 10.58 | .... | 15.30 | 16.29 | .... |
| *Shanghai South ..... dep.* | .... | *7.45* | *9.10* | *10.20* | *13.35* | *15.00* | *16.00* | *17.55* |
| *Lunghwa Junction ..... dep.* | .... | *8.15* | *9.40* | *10.53* | *13.52* | *15.30* | *16.29* | *18.12* |
| Songkiang ..... dep. | .... | 8.59 | 10.48 | 12.02 | .... | 16.07 | 17.42 | .... |
| Kashai ..... dep. | .... | 9.51 | 11.52 | 13.28 | .... | 16.53 | 18.49 | .... |
| Kashing ..... dep. | 7.40 | 10.25 | 12.30 | 14.35 | .... | 17.22 | 19.20 | .... |
| Yehzah ..... dep. | 8.45 | 11.05 | 13.15 | 15.50 | .... | 17.53 | .... | .... |
| Changan ..... dep. | 9.45 | 11.41 | 14.00 | 16.50 | .... | 18.24 | .... | .... |
| Hangchow ..... dep. | 11.10 | 12.50 | 15.25 | 18.30 | .... | 19.19 | .... | .... |
| Zahkou ..... arr. | 11.35 | 13.10 | 15.50 | 19.00 | .... | 19.35 | .... | .... |

| STATIONS | Local | Local | Fast R | Slow | Local | Coolie and Goods | Express R | Local |
|---|---|---|---|---|---|---|---|---|
| Zahkou ..... dep. | .... | .... | 6.30 | 7.55 | .... | 9.20 | 14.10 | 15.30 |
| Hangchow ..... dep. | .... | .... | 7.00 | 8.30 | .... | 10.00 | 14.35 | 16.05 |
| Changan ..... dep. | .... | .... | 8.04 | 9.48 | .... | 11.40 | 15.20 | 17.36 |
| Yehzah ..... dep. | .... | .... | 8.41 | 10.31 | .... | 12.39 | 15.51 | 18.40 |
| Kashing ..... dep. | .... | 7.15 | 9.28 | 11.22 | .... | 14.10 | 16.30 | 19.30 |
| Kashai ..... dep. | .... | 7.48 | 9.53 | 11.55 | .... | 14.48 | 16.52 | .... |
| Songkiang ..... dep. | .... | 9.05 | 10.47 | 12.59 | .... | 16.08 | 17.40 | .... |
| *Lunghwa Junction..... dep.* | *8.18* | *10.36* | *11.38* | *14.08* | *15.33* | *17.23* | *18.23* | .... |
| *Shanghai South..... arr.* | *8.35* | *10.55* | *11.55* | *14.25* | *15.50* | *17.40* | *18.40* | .... |
| Lunghwa Junction ..... dep. | .... | 10.30 | 11.35 | 14.05 | .... | 17.18 | 18.20 | .... |
| Siccawei ..... dep. | .... | 10.39 | 11.44 | 14.14 | .... | 17.28 | 18.29 | .... |
| Jessfield ..... dep. | .... | 10.46 | 11.51 | 14.21 | .... | 17.37 | 18.36 | .... |
| Shanghai North ..... arr. | .... | 11.00 | 12.05 | 14.35 | .... | 17.55 | 18.50 | .... |

**KONZENCHIAO TO ZAHKOU** (KIANGSHOO BRANCH LINE) **ZAHKOU TO KONZENCHIAO**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Konzenchiao.... | dep. | 6.50 | 8.25 | 11.25 | 14.00 | 15.55 | 18.35 | Zahkou..... | dep. | — | 10.10 | 12.25 | .... | 17.20 | .... |
| Kenshangmun .. | dep. | 7.10 | 8.50 | 11.40 | 14.15 | 16.15 | 18.50 | Hangchow.... | dep. | 7.30 | 10.40 | 12.45 | 14.55 | 17.50 | 19.15 |
| Hangchow..... | dep. | 7.20 | 9.15 | 11.52 | 14.24 | 16.30 | 19.00 | Kenshangmun | dep. | 7.42 | 10.57 | 12.57 | 15.12 | 18.07 | 19.27 |
| Zahkou..... | arr. | — | 9.40 | 12.10 | .... | 16.55 | .... | Konzenchiao.. | arr. | 7.55 | 11.10 | 13.10 | 15.25 | 18.20 | 19.40 |

R. Restaurant Car.

# Little Jimmy

1. "DO BE CAREFUL!" "JIMMY AND I ARE GOING TO SEE WHAT IS IN THE TRAP THAT WE SET OUT LAST NIGHT."

2. "LOOK, JIMMY! WE'VE CAUGHT SOME KIND OF A LITTLE CAT AND IT'S ALL TIRED OUT FROM TRYING TO GET AWAY AND NOW IT'S ASLEEP. I'LL GRAB HIM BY THE BACK OF THE NECK BEFORE HE WAKES UP!"

3. "RUN, JIMMY! HE'S NOT CAUGHT AT ALL AND IT'S A LYNX!" PHUT PHUT

4. "RUN AN' BRING HELP! QUICK!" PHITT PHIT "YES PAPA!"

5. "LISSEN, GRAN'POP! YOU OLD FELLERS NEVER HAD TO FIGHT AGAINST POISON GAS AN' LIQUID FIRE AN' ARRYPLANES LIKE US FELLERS OVER THERE! YOUR [redacted] CINCH!"

6. "BUT LISSEN GRAN'POP!" "LISSEN YERSELF! IF ANY GRAN'SONNY O' MINE CLAIMS TO HEV FIT BETTER'N ME, I FEEL IT MY BOUNDEN DUTY TO TAKE 'EM DOWN A PEG!"

7. "AN' DONT NEVER THINK YERE EVER TOO HEFTY ER UPPITY FER YER GRAN'POP NOT TO BE ABLE TO FOLISH OFF A FEW OF YER ROUGH CORNERS FER YER OWN GOOD!"

8. PR-R-R !!! PR-R-R

9.

10. YOWP!

11. "SAALO SOOPE" "HERE COMES MY PAPA! CAN HE DRILL TOO?"

12. "I JEST CAME TO INVITE YER MEN FOLKS TO COME OVER TO HEADQUARTERS TO SET AN' TALK." "ER-NEITHER ONE OF THEM IS SETTING TO-NIGHT."